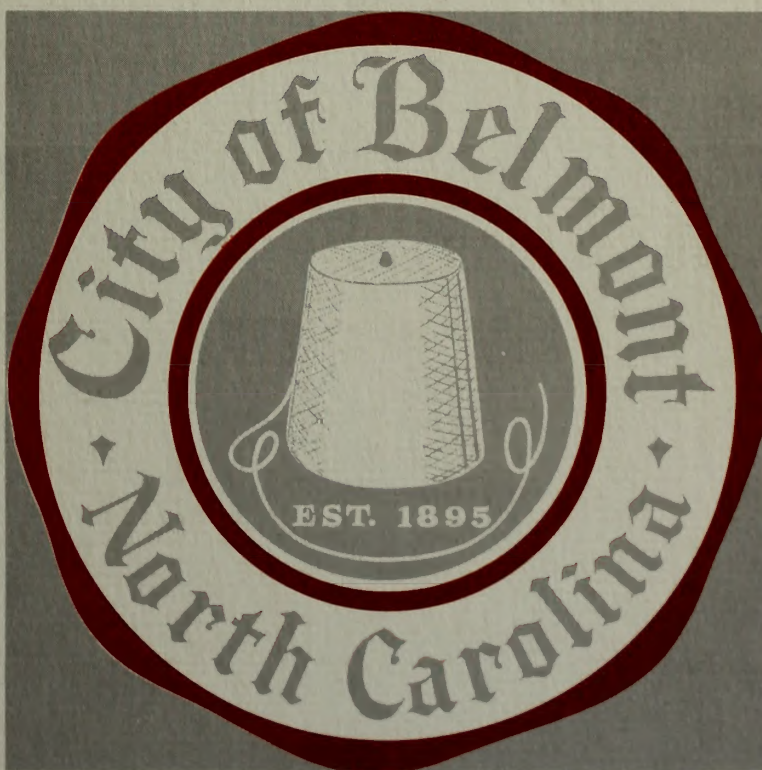


C 4
11: B4
c. 2

North Carolina State Library
Raleigh

N. C.
Doc.

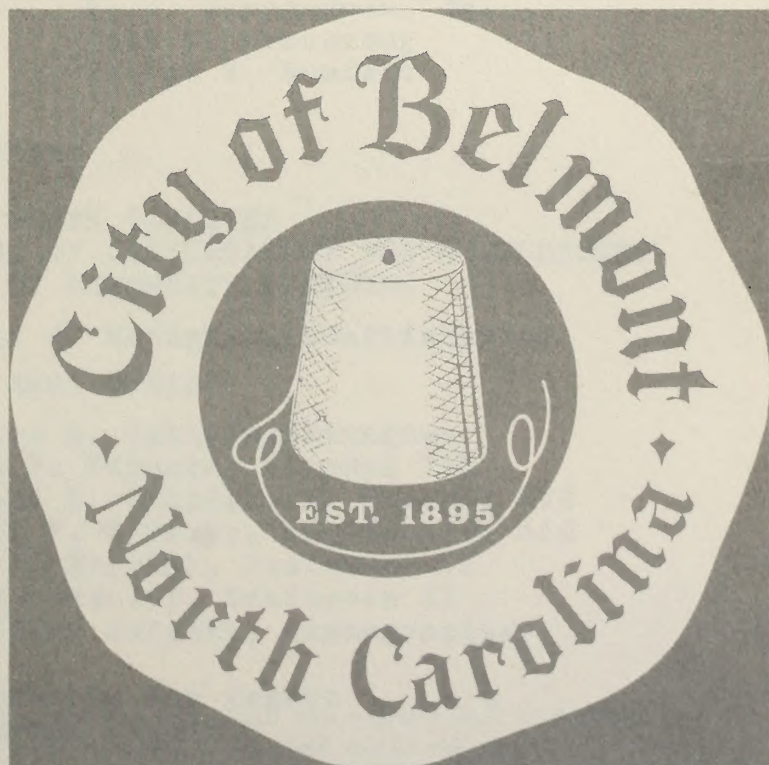
LAND USE SURVEY AND ANALYSIS
LAND DEVELOPMENT AND
COMMUNITY FACILITIES PLAN



BELMONT, NORTH CAROLINA



LAND USE SURVEY AND ANALYSIS
LAND DEVELOPMENT AND
COMMUNITY FACILITIES PLAN



BELMONT, NORTH CAROLINA

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

PREPARED FOR:

THE CITY OF BELMONT, NORTH CAROLINA

Jack L. Rhyne, Mayor
Quay T. Smith, City Manager
H. B. Gaston, Sr., City Treasurer

BOARD OF COMMISSIONERS

Richard Cromlish
R. T. Buckner
J. Paul Ford
C. M. Oswalt
R. L. Stowe, Jr.

PLANNING BOARD

Dr. W. H. Breeland, Chairman
Charles T. Stowe, Jr., Vice Chairman
Charles Fite, Secretary
R. L. Dick
Kelly Ostwalt
Jethro Mann
Jack Rumfelt
D. W. Bumgardner, Jr.
John B. Armstrong
George H. Rumfelt

TECHNICAL ASSISTANCE FROM:

STATE OF NORTH CAROLINA
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
DIVISION OF COMMUNITY PLANNING

George J. Monaghan, Administrator

PIEDMONT AREA OFFICE

Charles L. Sellers, Director
*Einar F. Finnson, Planner III
**Michael E. Grandstaff, Planner III
Robert F. Saleeby, Engineering Aid
Paul L. Trexler, Draftsman II
Perry Whisnant, Draftsman II
M. Eileen Antosek, Stenographer

*Responsible for report
**Completed report

April, 1966

Price: \$1.00

THE STATE OF NEW YORK
IN SENATE
JANUARY 1, 1918.

REPORT
OF THE
COMMISSIONER OF
THE LAND OFFICE
IN RESPONSE TO
RESOLUTION PASSED
JUNE 1, 1917.

ALBANY:
J.B. LIPPINCOTT & CO.,
PRINTERS.
1918.

RECEIVED JAN 1 1918

THE STATE OF NEW YORK
IN SENATE
JANUARY 1, 1918.

REPORT
OF THE
COMMISSIONER OF
THE LAND OFFICE
IN RESPONSE TO
RESOLUTION PASSED
JUNE 1, 1917.

ALBANY:
J.B. LIPPINCOTT & CO.,
PRINTERS.
1918.

CONTENTS

		<u>Page</u>
PART I	LAND USE SURVEY AND ANALYSIS	
	Introduction	1
Chapter I	Methodology	5
Chapter II	Historical Resume	9
Chapter III	Regional Setting	12
Chapter IV	Physiography	15
Chapter V	Population and Economy Analysis	17
Chapter VI	Land Use Analysis	26i
PART II	LAND DEVELOPMENT AND COMMUNITY FACILITIES PLAN	
	Introduction	46
Chapter VII	Future Qualitative Land Use Requirements	48
Chapter VIII	Future Quantitative Land Use Requirements	55
Chapter IX	Land Development Plan	65
Chapter X	The Sketch Thoroughfare Plan	79
Chapter XI	Implementation and Conclusions	83

100

THE HISTORY OF THE

REIGN OF

1

THE HISTORY OF THE

2

THE HISTORY OF THE

3

THE HISTORY OF THE

4

THE HISTORY OF THE

5

THE HISTORY OF THE

6

THE HISTORY OF THE

7

THE HISTORY OF THE

8

THE HISTORY OF THE

9

THE HISTORY OF THE

10

THE HISTORY OF THE

11

THE HISTORY OF THE

12

THE HISTORY OF THE

TABLES

<u>Number</u>		<u>Page</u>
1	Population and Per Cent of Increase or Decrease	17
2	Population Projections for 1970 and 1980	18
3	Population by Race for Belmont and Gaston County, 1950, 1960	19
4	Median Family Income - Belmont, 1960	20
5	Median School Years Completed	21
6	Employment Distribution for Belmont, 1960	21
7	Occupational Data - Belmont and Gaston County	23
8	Employment and Unemployment for Belmont by Age and Sex, 1960	24
9	Retail Sales for Gaston County, 1963	25
10	Total Acreage for the Belmont Planning Area	27
11	Dwelling Units, Densities and Average Lot Sizes per Net Acre, 1965	31
12	Structural Conditions of Housing	33
13	Substandard Housing	56
14	Acreage Required for School Sites by 1980	61
15	Summary of Additional Acreage Requirements by 1980	64
16	Capability of Belmont's Water System	74

Follows
Page

CHART

1	Land Use Analysis	26
---	-------------------	----

Page	Topic	Page
1	Population and the State of Tennessee	1
2	by Buchanan	2
3	Population Development from 1950 to 1960	3
4	Population by State for 1960 and	4
5	United States, 1960	5
6	United States Census, 1960	6
7	United States Census, 1960	7
8	United States Census, 1960	8
9	United States Census, 1960	9
10	United States Census, 1960	10
11	United States Census, 1960	11
12	United States Census, 1960	12
13	United States Census, 1960	13
14	United States Census, 1960	14
15	United States Census, 1960	15
16	United States Census, 1960	16
17	United States Census, 1960	17
18	United States Census, 1960	18
19	United States Census, 1960	19
20	United States Census, 1960	20
21	United States Census, 1960	21
22	United States Census, 1960	22
23	United States Census, 1960	23
24	United States Census, 1960	24
25	United States Census, 1960	25
26	United States Census, 1960	26
27	United States Census, 1960	27
28	United States Census, 1960	28
29	United States Census, 1960	29
30	United States Census, 1960	30
31	United States Census, 1960	31
32	United States Census, 1960	32
33	United States Census, 1960	33
34	United States Census, 1960	34
35	United States Census, 1960	35
36	United States Census, 1960	36
37	United States Census, 1960	37
38	United States Census, 1960	38
39	United States Census, 1960	39
40	United States Census, 1960	40
41	United States Census, 1960	41
42	United States Census, 1960	42
43	United States Census, 1960	43
44	United States Census, 1960	44
45	United States Census, 1960	45
46	United States Census, 1960	46
47	United States Census, 1960	47
48	United States Census, 1960	48
49	United States Census, 1960	49
50	United States Census, 1960	50

MAPS

<u>Number</u>		<u>Follows Page</u>
1	Study Areas	8
2	Regional Setting	13
3	Generalized Existing Land Use	27
4	Areas of Substandard Housing	33
5	Unpaved Streets	37
6	Sidewalks	39
7	Existing Water System	41
8	Existing Sewerage System	43
9	Governmental Facilities	45
10	Land Development Plan and Sketch Thoroughfare Plan	68
11	Existing and Proposed CBD Land Use	70
12	Existing Water System and Proposed Service Areas	74
13	Existing Sewerage System and Proposed Service Areas	76
14	Traffic Volume	80
15	Sketch Thoroughfare Plan	82

INDEX

Page	Subject	Page
1	General Index	1
2	Alphabetical Index	2
3	Chronological Index	3
4	Index of Names	4
5	Index of Places	5
6	Index of Dates	6
7	Index of Events	7
8	Index of Documents	8
9	Index of Manuscripts	9
10	Index of Printed Works	10
11	Index of Illustrations	11
12	Index of Maps	12
13	Index of Tables	13
14	Index of Figures	14
15	Index of Plates	15
16	Index of Appendices	16
17	Index of Bibliography	17
18	Index of References	18
19	Index of Citations	19
20	Index of Footnotes	20

PART ONE: LAND USE SURVEY AND ANALYSIS



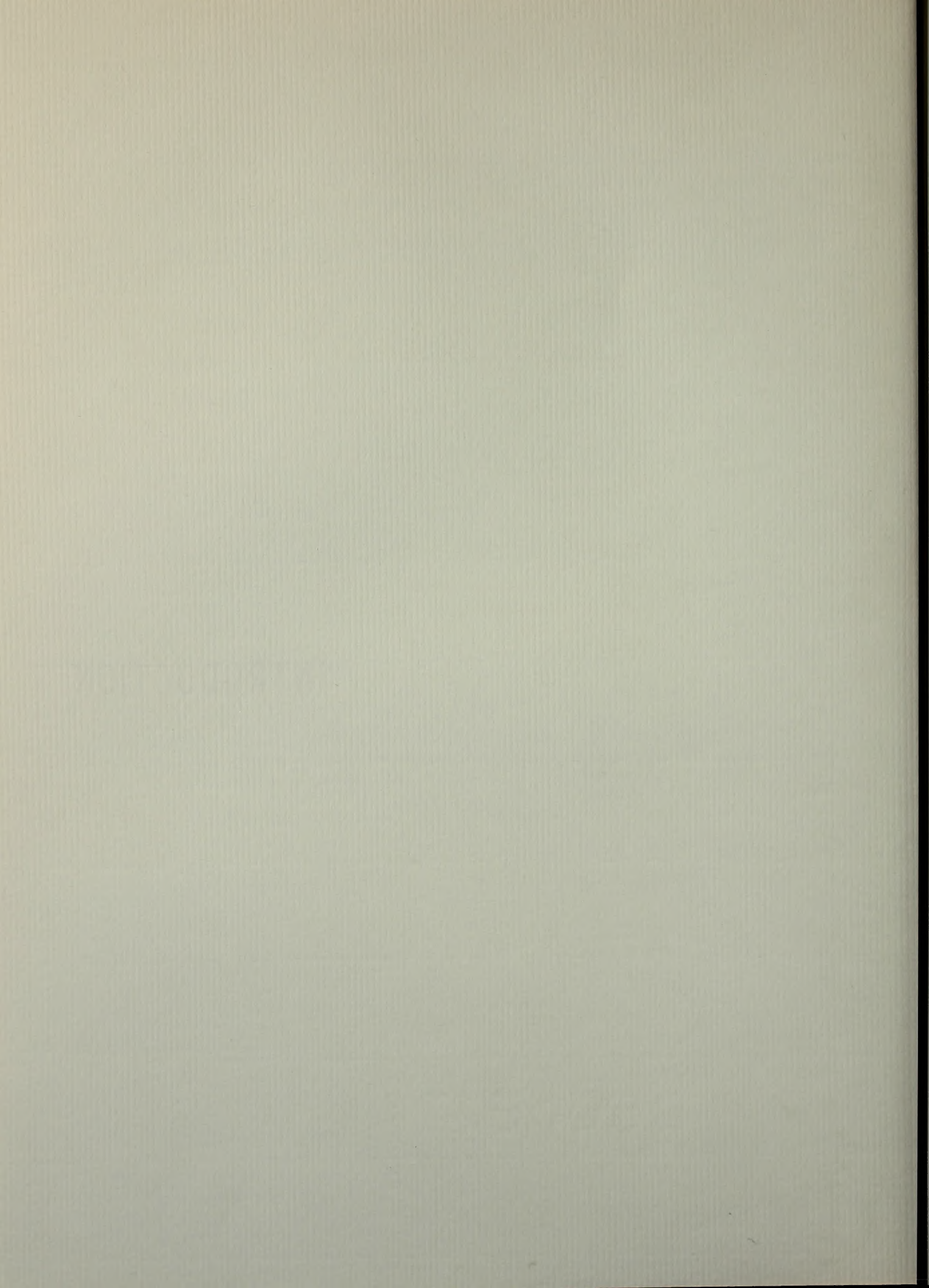
340 TPA3

Y2-132 320 TPA1

212Y 1A/A 10A



INTRODUCTION



INTRODUCTION

A contract between the City of Belmont and the Division of Community Planning was executed on November 24, 1964. The contract provides for the expenditure of \$16,047 to complete seven planning elements relating to the Belmont planning area. The following is a summary of the seven work elements to be completed by November 23, 1966:

	Estimated Man Weeks	Estimated Cost of Services
Base Mapping	8	\$ 1,000
Land Use Survey and Analysis	8	1,000
Population and Economy Study	16	2,000
Land Development Plan	24	3,000
Zoning Ordinance	20	2,500
Subdivision Regulations	12	1,500
Annexation Study	24	3,000
Subtotal		\$14,000
Other Staff Costs		2,047
Total		<u>\$16,047</u>

Approximately 40 per cent of the total planning costs are provided by the City of Belmont and the remaining 60 per cent is made available through Federal Urban Planning Assistance funds. All funds are used to defray the costs of the planning program and provide professional planning personnel to perform the required planning work.

The "comprehensive plan" for Belmont will include a review of the physical structure of the planning area, an assessment of development trends, a definition of goals and objectives for future growth and change, and specific recommendations in the form of maps and charts which delineate the plan and establish standards of density in support of the plan. The difference between a "comprehensive plan" and "comprehensive planning" should be made clear at the outset. Comprehensive planning includes not only a comprehensive plan but also incorporates other highly specialized studies such as neighborhood analysis, community facilities plan, central

business district study, public improvements plan, capital improvements budget study and others. The comprehensive plan will form the foundation for long-range comprehensive planning and overall land development policies within the planning area involved.

During the 1965 Session of the North Carolina General Assembly, the City of Belmont had a bill sponsored authorizing the municipality to exercise extraterritorial jurisdiction for zoning and subdivision regulations. Extraterritorial zoning authority is provided in North Carolina General Statutes 160-181.2 and municipal subdivision regulation authority under General Statutes 160-226. The Statute authorizing extraterritorial jurisdiction for municipalities regarding subdivision regulations has the same basic requirements as the Statute regarding zoning, but there are no population stipulations. Any incorporated town or city can qualify for extraterritorial subdivision regulation. As a prerequisite to the exercise of extraterritorial jurisdiction, municipalities must allow for an increase in the membership of the planning board and board of adjustment by a number equal to the existing bodies. The representatives of the outside area are appointed by the County Commissioners and are granted equal rights and privileges in all matters pertaining to the one-mile area outside the corporate limits of the municipality.

On July 13, 1965, the City Commission of Belmont appointed a planning board consisting of five members representing the city. On July 26, 1965, an equal number of members were appointed to represent the fringe area. It should be noted that the planning board also serves as the zoning board.

The most important duties of the planning board are as follows:

- 1) develop a comprehensive plan;
- 2) prepare platting regulations;
- 3) review and act on all subdivision plats and other proposed land use developments;
- 4) prepare a zoning ordinance;
- 5) review and make recommendations on all amendments to the comprehensive zoning ordinance, including the drafting of revisions;
- 6) review all special exceptions permitted under zoning which involve major land uses;
- 7) develop the comprehensive plan for urban redevelopment or urban renewal;
- 8) prepare or review the long-range capital improvements program;
- 9) prepare maps of the thoroughfare plan;
- 10) undertake such surveys and studies and prepare reports required to carry out the planning program.

The planning board of Belmont will rely mainly on the professional planning staff of the Division of Community Planning in implementing the above-mentioned objectives. Policy formulation is the major function of the laymen comprising the planning board. They act in an advisory capacity to the City Manager and City Commission by recommending desirable urban development policies.

The broad goals of the planning board are to guide the orderly development of the city and to promote the health, safety, welfare and the convenience of the people in the community. Policies should be oriented toward the formation of a course which will chart the change and growth of the city. These goals should reflect the aims and ambitions of the community. They should be responsive to appropriate change and seek to maintain the vitality of the city. Finally, all policies in planning should be subject to continual review.

The Land Use Survey and Analysis Study contained in this report is designed to provide basic data on land characteristics and the various activities that occupy land in the planning area. A planning area map of the City of Belmont and the one-mile perimeter has been prepared. The scale of the map is four-hundred feet to an inch; it depicts streets and other public ways, major easements, waterways and bodies of water, railroad lines and other permanent features. At a later date a reproducible copy on linen or film will be delivered to the city.

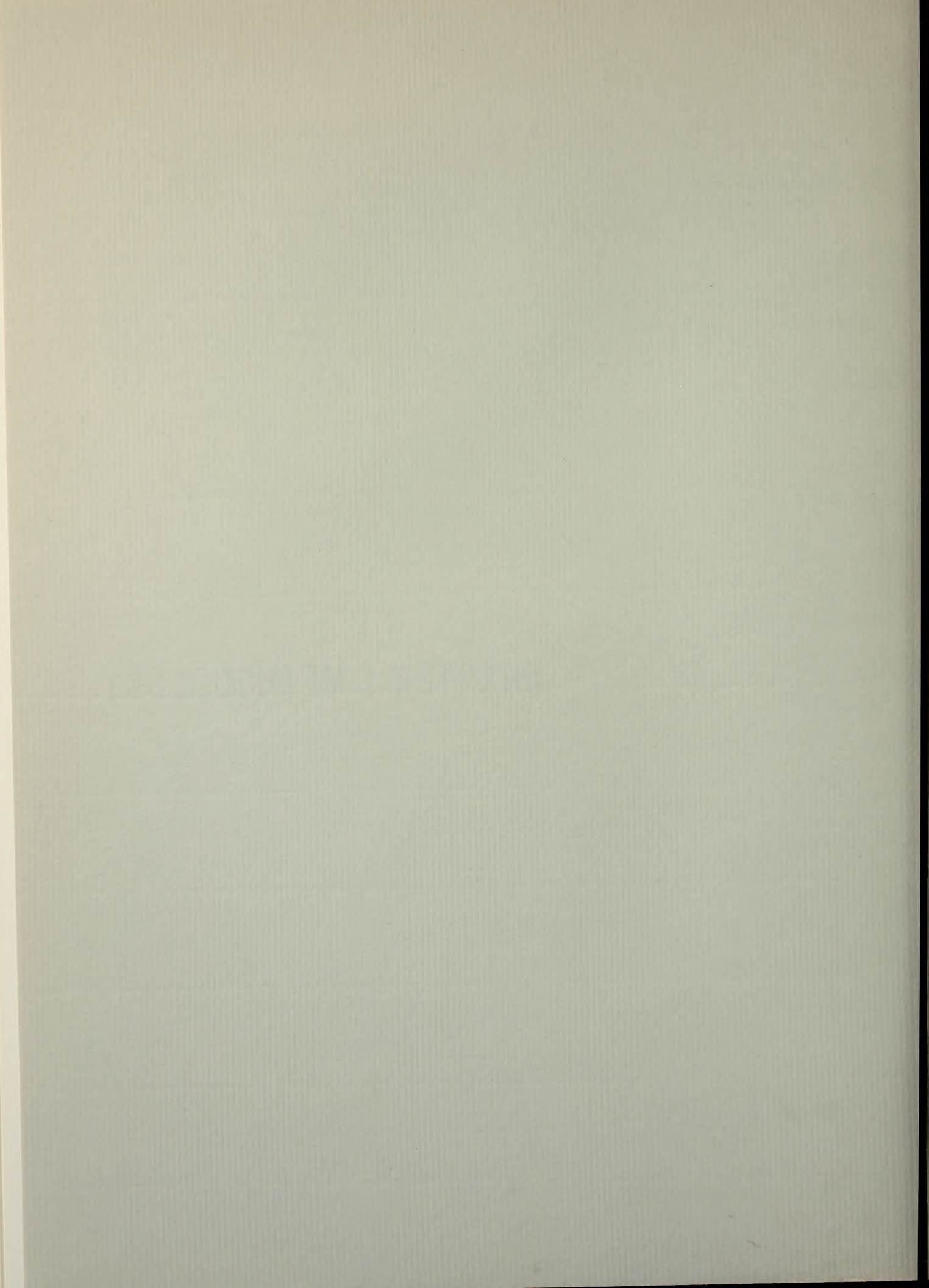
A field survey of existing land uses in the Belmont Planning Area has been completed. Individual uses have been categorized for analytical purposes into the following: manufacturing, transportation and utilities, retail and wholesale trade, services, cultural and recreation, and residential. The land use map has been planimetered to determine the amount of occupied and vacant land within the corporate limits and the one-mile perimeter. The amount of land in each major land use category has been determined. A resulting pattern of land uses will be analyzed in the following pages to disclose significant facts about the manner in which the community has developed in the past and is developing at present.

Specific findings and evaluations about the amount and pattern of existing land use, the adequacy of the sites used by major community facilities, and housing conditions will be incorporated with applicable maps, charts, and tables in this report. A recapitulation of the Population and Economy Study will be included in this report in order to buttress future recommendations that will be made for subsequent planning activities. It should be noted that the Population and Economy Study will be published as a separate report from the Land Use Survey and Development Plan and three hundred copies of each study will be reproduced and delivered to the City.

This study will be an analysis of land uses within the Belmont Planning Area and will form the foundation for a Land Development Plan which will follow as a second part of this study. In turn, the subdivision regulations, zoning ordinance, and annexation study, which will follow the Land Development Plan, will be vital instruments in implementing the Land Development Plan.

The citizens of Belmont are to be congratulated for their desire to chart a planned growth for the complex organism known as their city. It is a great human enterprise which will hopefully serve the material and spiritual needs of the community.

CHAPTER I METHODOLOGY



CHAPTER I

METHODOLOGY

Before a Land Development Plan can be initiated, the physical structure of a city must be known and understood. Since land may have a multiplicity of uses, it is the proper relationship of these uses that taxes the ingenuity of planners and developers. In some cases the relationships are compatible, while in others they are contrary to the general health and welfare of the community. It is for these reasons that a definition of land uses and their locations must be determined. From a current record showing the physical characteristics of the city it is then possible to discern those which need change or necessitate retention in the Land Development Plan.

The classification of land use categories in this study is substantially that recommended in the "Standard Land Use Coding Manual", published by the Urban Renewal Administration of the Housing and Home Finance Agency and the Bureau of Public Roads of the Department of Commerce, First Edition, January, 1965.

Since the number of land use classifications will vary in different cities as complexity warrants, the number of classifications has been tailored to accommodate the planning area of Belmont.

The land classifications as incorporated in this study are divided into seven major categories. Each of these major categories is then subdivided into subordinate uses, or generally identified as a "step-down classification". There is a total of twelve subordinate uses incorporated in the classification system. A delineation of the classification is as follows:

1. Manufacturing: Establishments necessary for the creation of products; the making of goods for human wants.
2. Transportation and Utilities: All types of vehicular and non-vehicular transportation and private utilities.

3. Trade: Establishments supplying commodities to the general public, commercial enterprises, or industry.
 - (a) Retail
 - (b) Wholesale
4. Services: Establishments of a business character which supply general needs of an intangible nature to the public.
 - (a) Personal
 - (b) Professional
 - (c) Business
 - (d) Governmental
5. Cultural and Recreation: Establishments providing for the mental development and enlightenment of the community.
6. Residential: The place where one or more families or households have their dwelling.
 - (a) Single-family
 - (b) Two-family
 - (c) Multi-family
 - (d) Miscellaneous residential uses (trailers, garage apartments and home occupations).
7. Open Land: Land areas not being utilized for any specific purpose.
 - (a) Vacant land
 - (b) Water areas

The foregoing describes generally the types of land uses for the major categories. As this study progresses a more detailed description of each use will evolve.

Each residential structure within the planning area has been classified according to its structural condition. This was done by means of a "windshield survey". All residential structures were classified according to their exterior structural condition as they appeared from an automobile. No attempt was made to evaluate the interior of residences, nor were any interviews conducted. The following classifications were employed:

Conserve: Residences in excellent condition.
Minor Repair: Residences requiring minor repair.
Major Repair: Residences requiring major repair.
Dilapidated: Residences that cannot feasibly be restored.

The finalized land use inventory record will reveal types, locations, and physical condition of all structures within the planning area. In addition, it will reveal the present land use relationships. From this information it will be possible to determine the growth, type of growth, or lack of growth for various land uses. These factors, along with the relationships of the land uses, will be major determinants in formulating a Land Development Plan.

The material realized through the land use survey, which is of a physical nature, will be coupled with the evaluations of the Population and Economy Study, to give an overall appraisal of the planning area as it presently exists.

Since it is not practical to initially analyze the planning area as one entity, it has been divided into geographical quadrants. Logical boundaries such as the corporate limits, boundaries of the one-mile perimeter, bodies of water, and major thoroughfares were used to delineate the planning area for study. The corporate limits has four planning areas, plus the central business district, and the outer perimeter includes four planning areas. Map 1 depicts the boundaries of all eight study areas and the central business district.

The method employed in this study to determine the number of housing units within the planning area varies from the technique utilized by the U. S. Bureau of the Census. Individual interviews are conducted at each residential structure by the Census enumerators. Consequently, their housing census is more inclusive than that utilized in this study. As a consequence of the variance in techniques employed in the enumerative process, it is obvious that the total number of housing units in this report will be slightly less than those compiled by the U. S. Bureau of the Census for 1960.

The following types of housing units were not included in the housing enumeration as utilized in this study:

1. Rooms in warehouses used as living quarters;
2. Living quarters above or in the rear of commercial establishments;
3. Quarters in institutions, dormitories, barracks, and rooming houses;
4. Hotel and motel accommodations, if they are the usual residence of the occupants.

A definition of the term "residences" and its sub-classifications as utilized in this study is as follows:

- Residence: The place where one or more families or households have their dwelling.
- (a) Single-family: a one-family detached structure.
 - (b) Two-family: a two-family and semi-detached structure.
 - (c) Multi-family: A structure or structures in which more than two families have their homes.
 - (d) Miscellaneous residential uses:
 - (1) Home occupations: an occupation conducted in a residence or accessory building.
 - (2) Single trailers: individual trailers, not located in a trailer park or court.
 - (3) Trailer courts or parks: an area providing spaces where more than one trailer may be parked.
 - (4) Garage apartments: garages that have been wholly or partially converted to living quarters.

The foregoing pages generally describe the procedural methods used in evaluating land use relationships within the Belmont Planning Area. A more detailed account of the methods employed will be given in the ensuing pages of this study as they relate to individual land use categories.



- Residence: The place where one or more families or households have their dwelling.
- (a) Single-family: a one-family detached structure.
 - (b) Two-family: a two-family and semi-detached structure.
 - (c) Multi-family: A structure or structures in which more than two families have their homes.
 - (d) Miscellaneous residential uses:
 - (1) Home occupations: an occupation conducted in a residence or accessory building.
 - (2) Single trailers: individual trailers, not located in a trailer park or court.
 - (3) Trailer courts or parks: an area providing spaces where more than one trailer may be parked.
 - (4) Garage apartments: garages that have been wholly or partially converted to living quarters.

The foregoing pages generally describe the procedural methods used in evaluating land use relationships within the Belmont Planning Area. A more detailed account of the methods employed will be given in the ensuing pages of this study as they relate to individual land use categories.

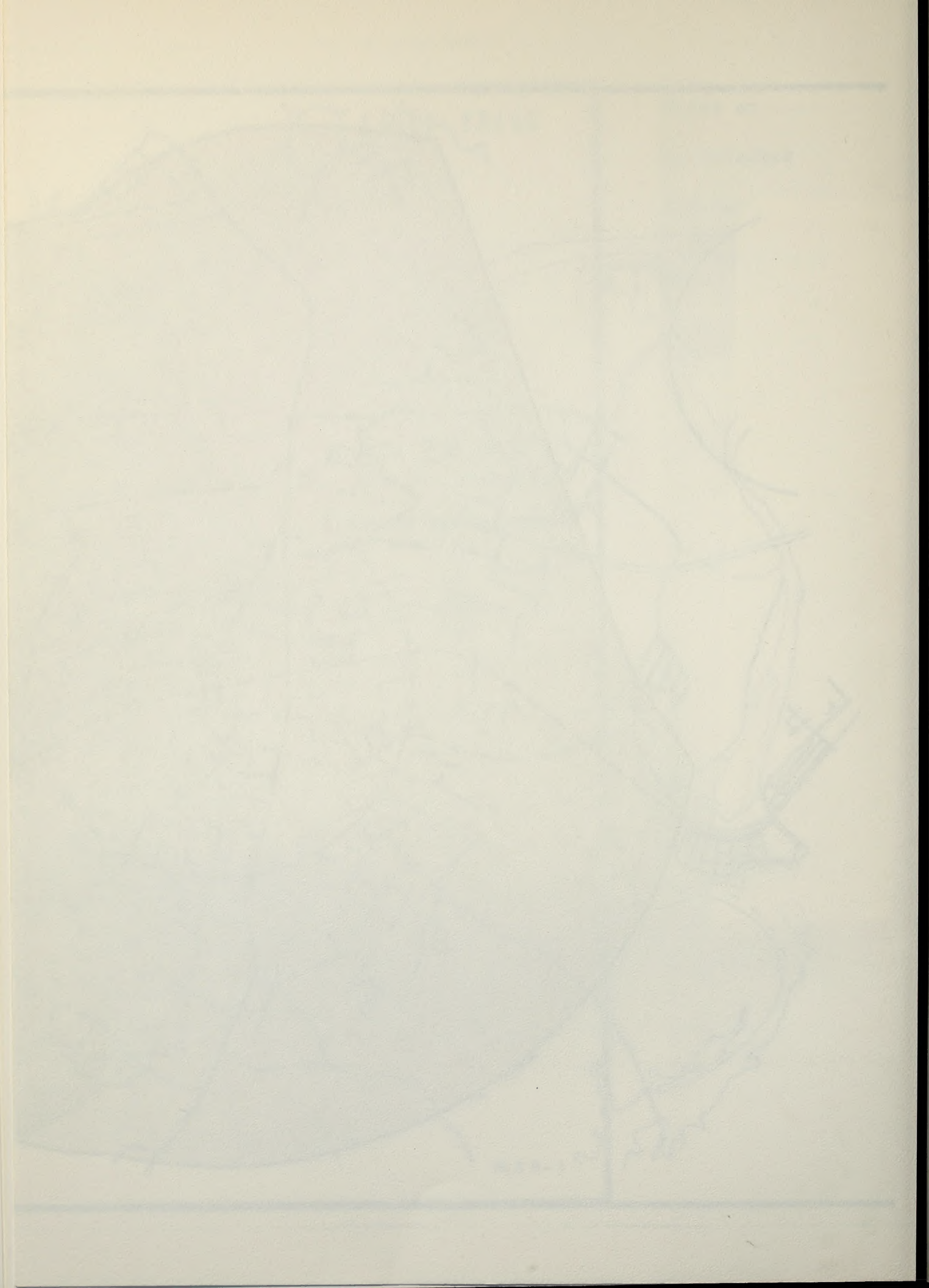
STUDY AREAS



Belmont
North Carolina

2160' 0 2160'
Scale in Feet





CHAPTER II HISTORICAL RESUME

AMERICAN HISTORICAL ASSOCIATION

CHAPTER II

HISTORICAL RESUME

In 1750 the first settlers arrived in the Belmont area. They migrated from the State of Virginia and were largely of Scotch-Irish decent. Germans (Pennsylvania Dutch) were close behind and were followed later by English settlers. At the time of their arrival the County was known as Lincoln. In 1846 the new County of Gaston was formed by a division of Lincoln, which had been created earlier from Tryon.

Gaston County has never known agricultural prosperity. The farms were small in size and produced low-yield crops of corn, wheat and oats. Cotton was introduced about 1870 and tobacco in 1885, but the latter was soon abandoned. The advent of industry witnessed a further withdrawal of agriculture as a phase of Gaston's economy. The majority of farming presently is done as an avocation with work in manufacturing as a vocation.

In 1845 the first textile mill in Gaston County, Woodlawn Mill, was built near present McAdenville, by C. J. Lineberger and Associates. At approximately the same time the Stowesville Cotton Mill was formed by Jaspar Stowe near Belmont.

These first mills made rough material such as yarns, unbleached cloth and heavy sheeting. The Civil War brought about the virtual ruin of the textile industry. During the 1870's the infant industry showed feeble signs of rebirth. The first textile mills utilized water as a source of power. During the 1880's steam power was first introduced at the Gastonia Manufacturing Company Mill.

Two factors were primarily responsible for the rapid growth of textiles. The first railway to enter Gaston County was the Carolina Central in the 1860's. The Atlanta and Charlotte Airline (Southern) in 1873, the Carolina and Northwestern in 1884, and the Piedmont and Northern in 1912 were other railways which later entered the County.

The introduction of electric power into the County in 1907 by Duke Power Company and Catawba Power Company accelerated the industrial revolution. Presently, more power is generated in Gaston County by Duke Power than in any other

county in North Carolina. A 1,000,000 KW station, the Allen Steam Plant, has been built just below Belmont by Duke Power and is the largest of its kind in the state. A new resource has recently been added with the introduction of natural gas. It is piped in by Trans-Continental and distributed by Public Service of North Carolina.

In 1895 Gaston County had a population of 17,676, and by 1962 it had increased to 127,074.

In 1852 a young immigrant from Carvria, Italy, named John Garibaldi was commissioned by the Mecklenburg Iron Works in Charlotte, North Carolina, to build a large water tank on the route of the newly emerging Southern Railway. Upon completion of the tank a wood yard was established adjacent to the railroad. The establishment of the wood yard provided the local farmers an opportunity to sell wood to the railroad company. An abundant supply of timber in the area became a source of supply for the wood-burning locomotives of the railroad. In recognition of Garibaldi's effort, this location was named Garibaldi Station. The name was not changed until 1880 when it was incorporated and given the present name of Belmont. In 1895 Belmont became an incorporated town with a population of 100. It was not until March 14, 1945, that Belmont became an incorporated city.

The completion of the Southern Railway through Belmont in 1872 provided the major impetus for industry to locate in Belmont. An excellent source of water supply from the Catawba River and the availability of the industrious residents of the area as a labor force prompted the textile industry to consider Belmont as a prime location. The first textile mill to be established in Belmont was the Chronicle Mill in 1901. This was the first of many textile mills to be built by the Stowe family. It was named in honor of Major Chronicle who was killed in the battle of Kings Mountain. Major Chronicle was one of several Revolutionary War heroes who lived in the Belmont area.

At present there are sixteen spinning mills (dyeing and mercerizing plants), four hosiery mills manufacturing men's, women's and children's hosiery, and one knitwear manufacturer. Twenty-one of the thirty manufacturing plants in Belmont are engaged in the textile manufacturing process. The Lineberger and Stowe families were the pioneers in the textile industry and still operate many mills in Belmont.

Belmont is the home of Belmont Abbey College, which is a four-year liberal arts institution. It was founded by the Benedictine Monks in 1876 and has a present enrollment of seven-hundred men students. Sacred Heart College, a two-year junior college for women, also is located in Belmont. It presently has an enrollment of two-hundred women students and it is anticipated that it will be enlarged to a four-year liberal arts college in 1967. This school is also sponsored by the Catholic Church and is administered by the Sisters of Mercy. The presence of these two educational institutions contributes much to the cultural life of the community.

In 1943 the North Carolina Vocational Textile School was established in Belmont. This State-sponsored institution offers major courses in yarn manufacturing, weaving, designing, knitting, and mill maintenance. Students range in age from sixteen to sixty and come from a radius of fifty miles. The majority of students have full-time jobs in textile mills and attend during non-working hours. No tuition charge is made for a resident of North Carolina as a non-veteran student. Veterans and out-of-state students pay thirty-five cents per clock hour for tuition. One year courses are given in fundamentals and one year for advanced training. The average monthly enrollment is approximately 300 students. Vocational training of this type has met with great favor both by employers and employees in the textile industry.

In 1955 the National School of Heavy Equipment was established by Gilbert S. Shaw. It is located in Mecklenburg County across the Catawba River from Belmont. The school trains students as mechanics or operators of heavy equipment. There are nine instructors on the staff, and they train approximately 1,000 men a year. A dormitory and cafeteria located on the premises accommodates seventy people.

On January 1, 1964, Belmont adopted a City Manager form of government as opposed to the previous mayor-aldermanic type. Recently a new senior high school was opened on a 27-acre site. This allowed for the conversion of the old Belmont High School to a junior high school. Approximately 17 per cent of the houses in Belmont are owned by the local mills and leased to their employees at a nominal rent. In 1964 the tax rate was \$1.10 per \$100. The total assessed value of property within the city was \$16,500,000.

This brief historical sketch is presented as a means of better understanding the Belmont Planning Area. Future planning requires a knowledge of the past.

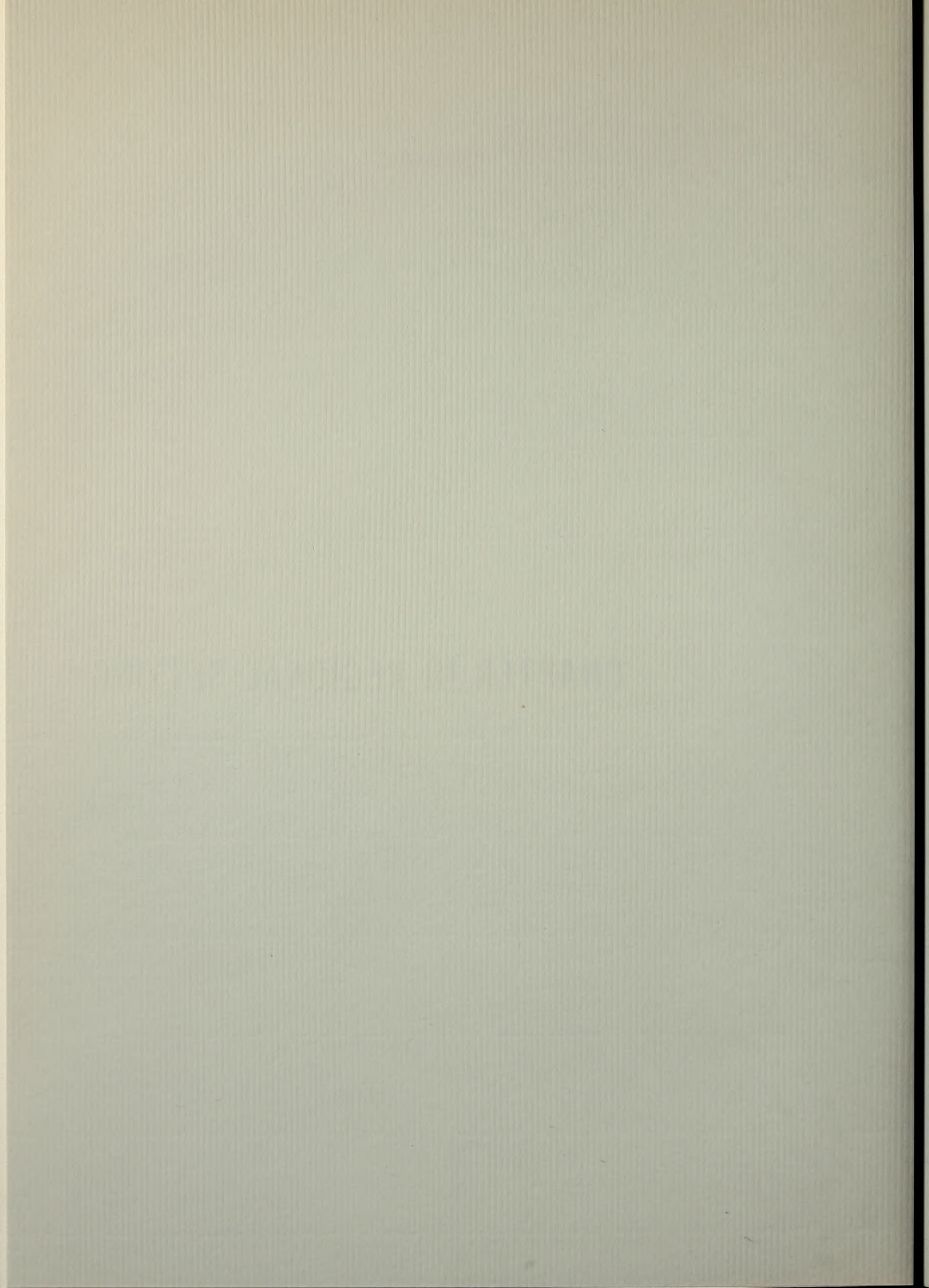
There is a large number of people who are interested in the study of the history of the United States. They are interested in the history of the United States because they want to know more about the country they live in. They want to know more about the people who lived in the United States and the things that they did. They want to know more about the history of the United States because they want to know more about the country they live in.

The history of the United States is a very interesting subject. It is a subject that has attracted many people for many years. There are many different ways to study the history of the United States. Some people like to read books about the history of the United States. Some people like to look at pictures of the United States. Some people like to go to museums and see the things that people used to use. There are many different ways to study the history of the United States.

One of the best ways to study the history of the United States is to read books about the history of the United States. There are many different books about the history of the United States. Some books are about the early history of the United States. Some books are about the middle history of the United States. Some books are about the recent history of the United States. There are many different books about the history of the United States.

Another way to study the history of the United States is to look at pictures of the United States. There are many different pictures of the United States. Some pictures are of the early United States. Some pictures are of the middle United States. Some pictures are of the recent United States. There are many different pictures of the United States.

CHAPTER III REGIONAL SETTING



CHAPTER III

REGIONAL SETTING

Belmont is an industrial city located in the southern Piedmont area of North Carolina. It is situated in the southeastern section of Gaston County. This is an area of rolling country with mountains to the west and the coastal plain to the east. Belmont sits on a peninsula formed by the juncture of the Catawba and South Fork Rivers.

Gastonia, the County Seat, lies eight miles northwest of Belmont. Gaston County is bounded by York County, South Carolina, on the south, Lincoln County on the north, Cleveland County to the west, and Mecklenburg County on the east. Map 2 depicts the regional setting of Belmont. Charlotte is only twelve miles east of Belmont, thus placing Belmont in close proximity to Charlotte and Gastonia which are two of the most rapidly growing cities in North Carolina.

According to the 1960 U. S. Bureau of the Census, Gaston County had a population of 127,074, and the City of Belmont had 5,007. Greater Belmont, which includes North Belmont, Catawba Heights, South Belmont and East Belmont had a combined population of 15,021.

Belmont is 676.5 feet above sea level. The climate in the area can generally be described as mild and moderate. During 1960 the average mean temperatures were a low of 41.6 degrees and a high of 77.4 degrees. Temperatures reach the freezing point on only thirty-five per cent of the days during the winter months.

The major highways serving the Belmont area are Interstate 85, U. S. Highways 29 and 74, and North Carolina Highways 7 and 273. In addition to the Southern Railway, the Piedmont and Northern Railway provides fast and efficient transportation of passengers and materials to interchange points with other railroads throughout the eastern United States. Air transportation for the area is provided by Douglas Municipal Airport of Charlotte which is only six miles from Belmont. Thirty-seven trucking companies serve the area. Local trucking service is also adequate. One line provides local service and four serve regional and national points.

Local radio station WCGC operates on 1,000 watts and is affiliated with American and Mutual Broadcasting Companies. Ten other stations in Gastonia and Charlotte serve the area. The weekly Belmont Banner is published on Wednesday and the Suburban News is published semi-monthly. Charlotte and Gastonia papers are delivered daily with morning and evening editions. Three television stations located in Charlotte furnish local programs and those emanating from major networks. Telephone service is provided by Southern Bell Telephone Company with approximately 5,000 telephones installed in Greater Belmont. Western Union has a local office providing telegraph service.

The Belmont School District of the Gaston County system has two senior high schools, one junior high school and six elementary schools. Total enrollment for 1964-65 was 4,556. Sacred Heart School, a private elementary and high school has an enrollment of 295. Recreational facilities consist of two parks and eleven playgrounds. Hall Park is owned by the City of Belmont and the remaining areas are maintained and sponsored by the local textile mills.

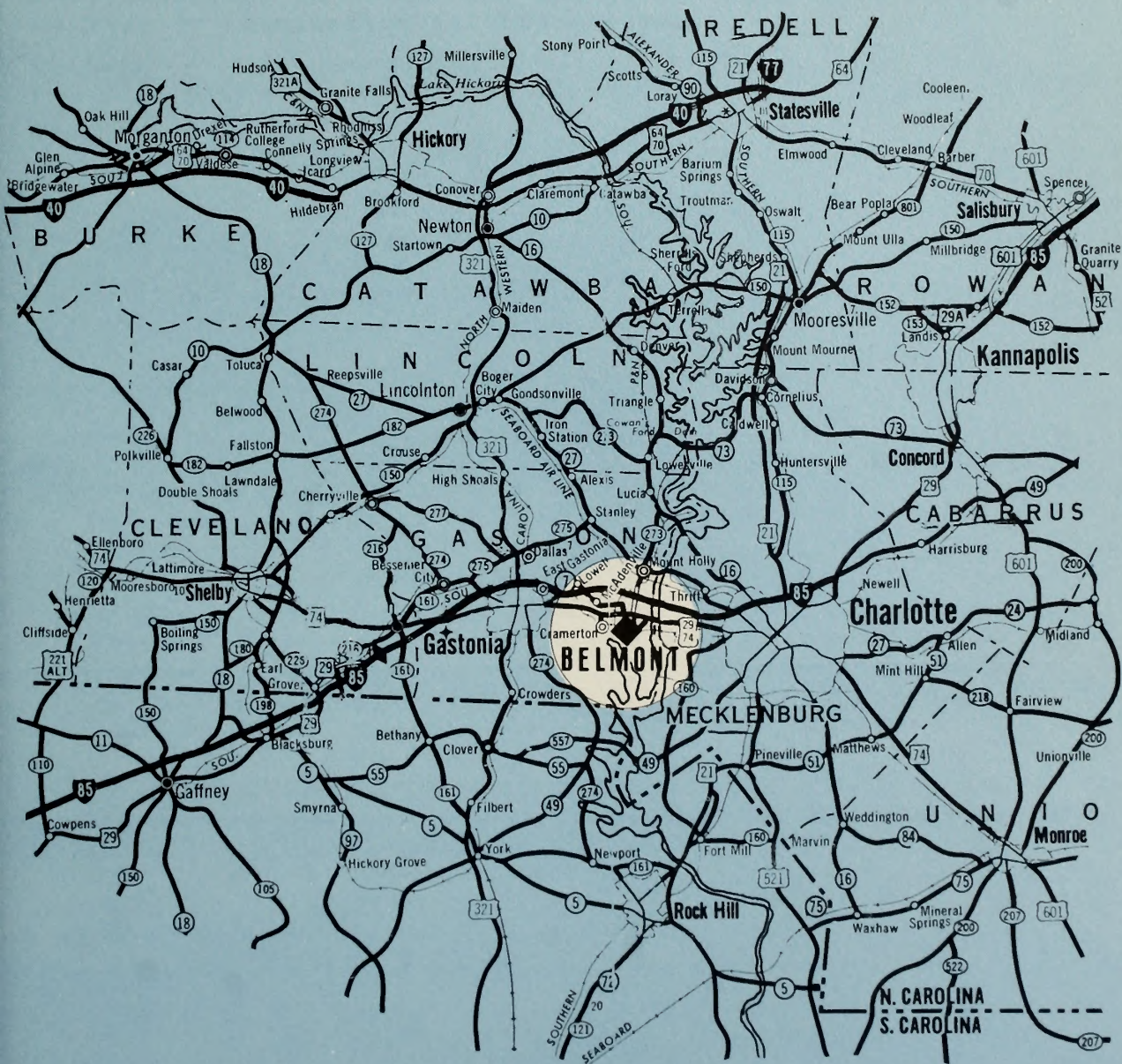
General hospital services are provided by seven hospitals in Gastonia and Charlotte. Five medical doctors, six dentists, two optometrists and one chiropractor serve the residents of Belmont. A branch office of the Gaston County Health Department is located in Belmont and has a staff of two full-time registered nurses. The major functions are to provide medical examinations and administer inoculations for contagious diseases.

Residents of Belmont are very religiously oriented. There are forty-five churches in Greater Belmont. The denominations represented are Baptist, Methodist, Presbyterian, Lutheran, Episcopal, Catholic, Church of God, Four Square Full Gospel, Free Will Baptist, Wesleyan Methodist, Jehovah's Witnesses and Pentecostal Holiness.

Electric power for the area is provided by Duke Power Company. Public Service Company of North Carolina furnishes the natural gas requirements. The source of water for the area is the nearby Catawba River and a privately owned filtering plant with a capacity of 5,000,000 gallons per day serves Belmont and some of its environs. Approval of a one-million dollar bond issue in 1965 will make available a modern sewage disposal plant.

One bank and a savings and loan company serve the financial requirements of the community.

REGIONAL SETTING



GENERAL INSTRUCTIONS

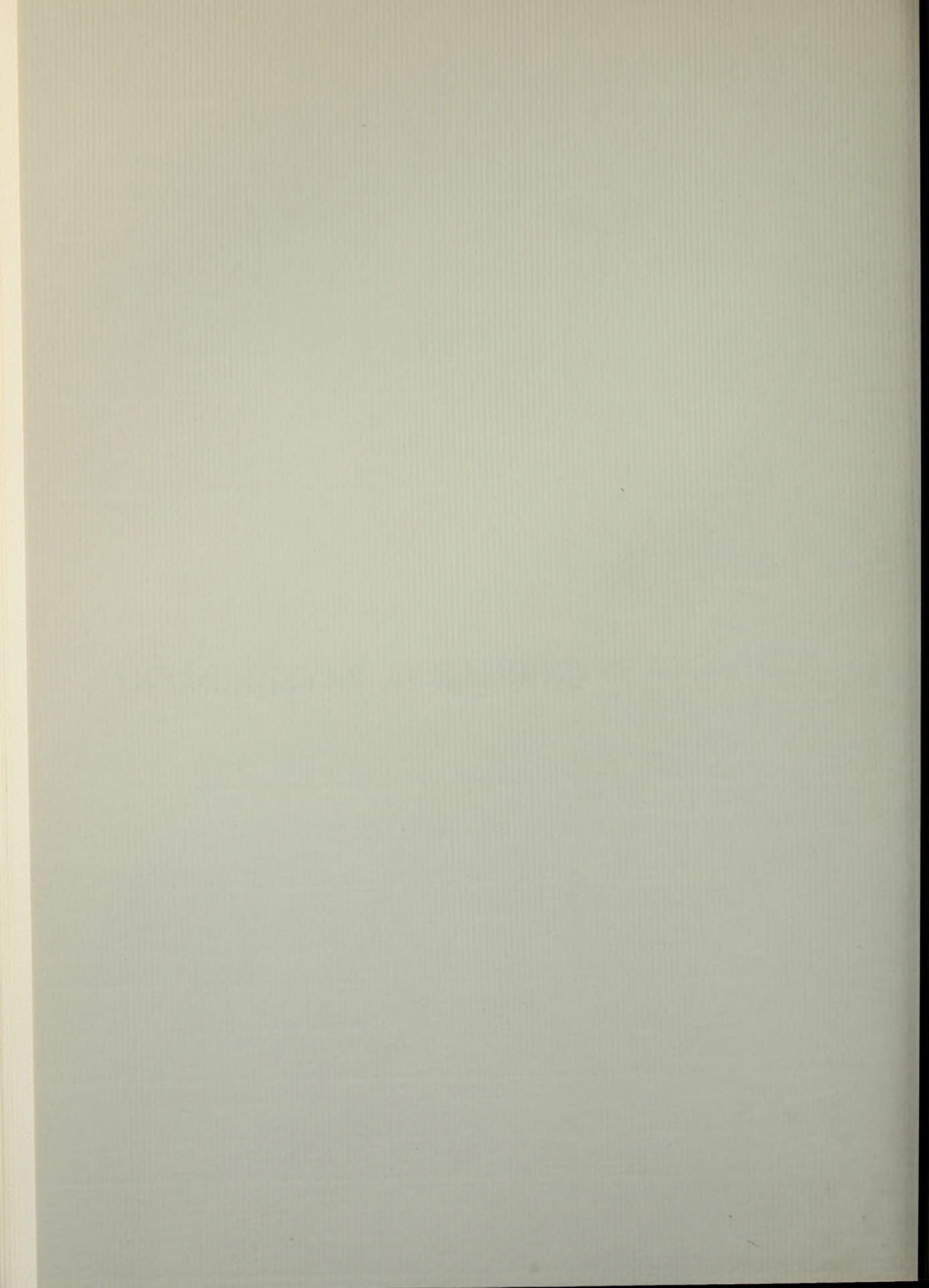
These instructions are intended to guide the student in the study of the subject of General Principles of Chemistry. They are not intended to be a substitute for the text, but rather a guide to the study of the text.



Belmont is staffed with ten full-time policemen. Two patrol cars equipped with two-way radio equipment are in service. The fire department has three full-time firemen. A centrally-located fire station houses two pieces of fire equipment with two-way radio. Augmenting this department are four active volunteer fire departments with over one-hundred volunteers within the planning area.

The foregoing briefly describes the regional location of Belmont as it relates to neighboring cities and to the major services required in Belmont. Subsequent pages of this study will describe in detail the categories which were only given a cursory examination in this chapter.

CHAPTER IV PHYSIOGRAPHY



CHAPTER IV

PHYSIOGRAPHY

North Carolina may be divided into two distinct regions upon the basis of geology. The first, or eastern region, encompasses chiefly unconsolidated rock material, for the most part deposited in the Atlantic Ocean and forming the marine floor, until elevated to its present position. The second, or western region, is composed of consolidated rocks. The eastern region is now known as the Coastal Plain; the western is known as the Appalachian Highlands with two provinces, the Piedmont Plateau on the east, and the Blue Ridge or Mountain area on the west.

The Piedmont Plateau, which occupies 38.8 per cent of the State, is a much more elevated area than the Coastal Plain ranging from approximately 270 feet above sea level along its eastern edge to over 1,200 feet at the foot of the mountains on the west. The average elevation is between 500 and 900 feet.

Gaston County is a rolling upland portion of the Piedmont Plateau, the general altitude being slightly more than 800 feet. The county is drained by the Catawba River which flows south along the eastern boundary. The main tributaries of the Catawba River flow southeastward. They are closely spaced, resulting in a fine-textured drainage pattern and the absence of an extensive, flat interstream area. With the exception of the South Fork-Catawba River, the streams have fairly short steep courses and consequently are rather swift.

Undulating to strongly rolling relief characterizes the Belmont planning area. It has a 4 to 12 per cent slope gradient range, which results in medium to rapid surface runoff. Runoff is frequently termed surface flow or external drainage. It refers to the rate water is removed by flow over the surface of the soil. The amount and rapidity of runoff are affected by the texture, structure, and porosity of the surface soil by the vegetative covering, and by the slope which generally is the dominant factor.

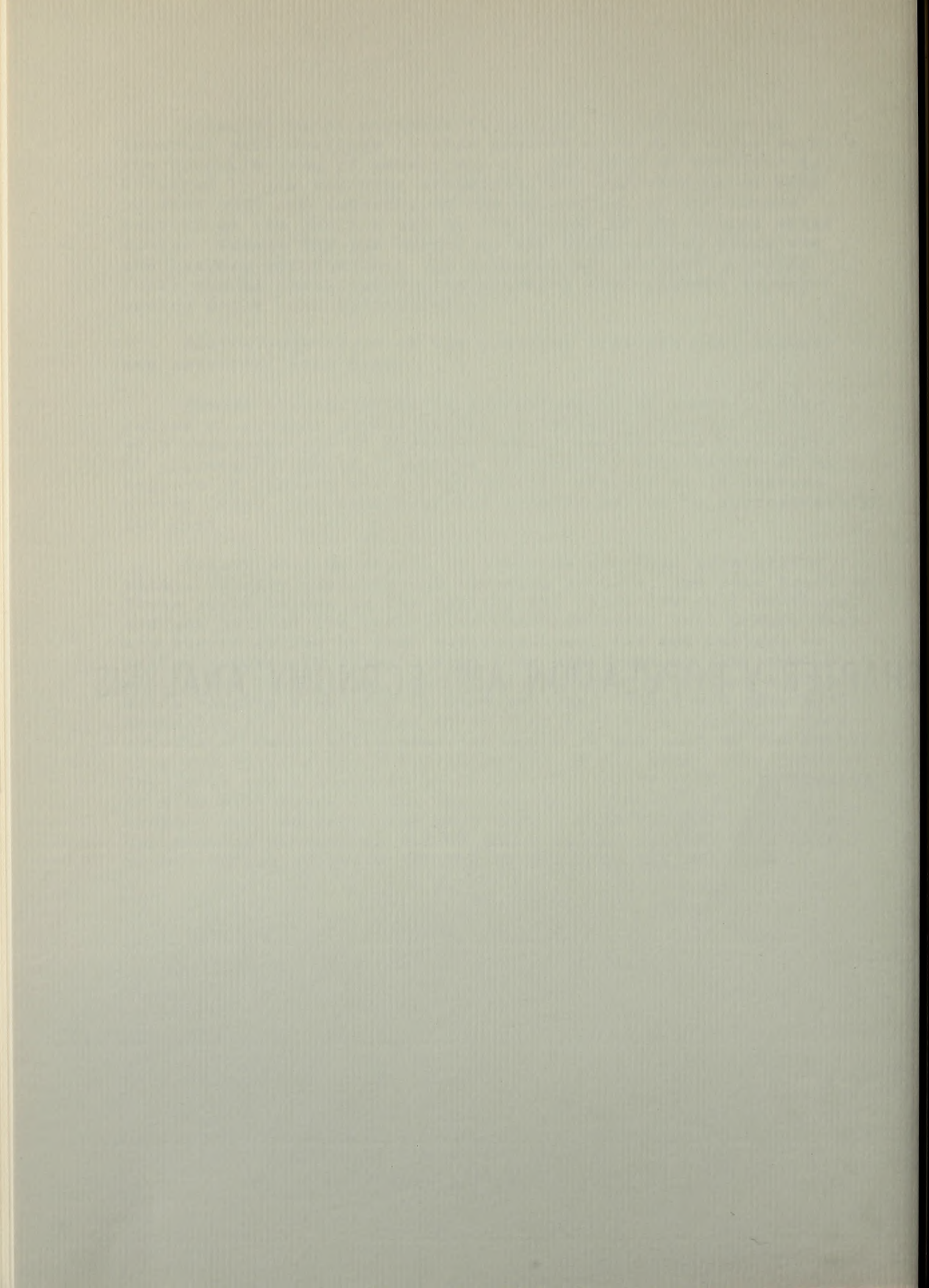
Internal water movement is medium. A definition of internal soil drainage is that quality of a soil which permits the downward flow of excess water. The rate of movement is affected by the texture, structure, and consistency of both surface soil and subsoil, by the properties of the layers underlying the profile and by the height of the ground water table. Except for the height of the water table, these are the factors which affect the permeability of soil. Septic tanks can be installed in the planning area without experiencing major soil difficulties.

Native vegetation in the planning area are oak, hickory and shortleaf pine trees.

Annual precipitation is approximately 46 inches. The period of greater precipitation is the May-September period with approximately 25 inches. Annual temperature is roughly 60 degrees Fahrenheit. Average low monthly temperature of 41 degrees in January and a high monthly average of 78 degrees during July. The length of the growing season is approximately 200 days.

Parent soil materials in the area are acid crystalline rocks, chiefly gneisses and low-mica schists, and some granites. These soils belong to the Appling and Cecil low soil families, and are part of the red-yellow Podzolic Great Soil Group. They are characterized by red, yellowish-red, red and yellow, or yellow moderately firm to very firm clay loam or clay subsoils, and loamy sand, sandy loam, or sandy clay loam surface soils ranging from gray to brownish-red. These are deep soils generally 35 to 50 inches thick over partially weathered rock material. Cecil soils comprise about 35 per cent of the total area and Appling soils approximately 30 per cent. The remaining soils are a combination of 15 other varieties. Accelerated erosion will occur to the Appling-Cecil soil unless they are treated with conservation practices. Uncontrolled runoff and the removal of much or all of the original surface soil will result unless adequate protective measures are utilized.

CHAPTER V POPULATION AND ECONOMY ANALYSIS



CHAPTER V

POPULATION AND ECONOMY ANALYSIS

The contents of this chapter will be confined to only the major aspects of the population and economy of the Belmont area. A comprehensive and detailed examination of the population and economy will be published as a separate study.

Projection of future land use requirements necessitates a knowledge regarding the amount of land to be utilized. The amount of land required for roads, recreation, homes, schools, utilities, etc., is predicated on the population and economy of the planning area. The amount of land is directly related to the population. An analysis of the economy will determine the ability of the City to finance future requirements. Strengths and weaknesses of the economy will become apparent through an economic analysis. A consideration of population and economic factors in conjunction with good planning principles will result in a comprehensive plan which will substantially benefit all the citizens of Belmont.

POPULATION

Table 1 shows the population trends of Belmont over the past thirty years as compared to the United States, North Carolina and Gaston County

TABLE 1	POPULATION AND PER CENT OF INCREASE OR DECREASE		
	1940	1950	1960
United States	132,164,569 7.3%	151,325,798 14.5%	179,323,175 18.5%
North Carolina	3,571,623 12.7%	4,061,929 13.7%	4,556,155 12.2%
Gaston County	87,359 12.7%	110,836 26.6%	127,074 14.7%
Belmont	4,356 5.7%	5,330 22.4%	5,007 -6.1%

Source: U. S. Bureau of the Census

During the period 1930-1940 each governmental unit reflected an increase in population, although Belmont did not keep pace with the Nation, State or County. The census period of 1940-1950 saw Belmont with a population percentage greater than the Nation and State, and only slightly less than the County. The large increase during this period can be attributed to the fact that Belmont became incorporated as a city in 1945 and substantial annexation resulted. The period 1950-1960 witnessed a loss in population for Belmont as compared to a steady growth for the other three areas. An out-migration of people from the city to areas immediately outside the corporate limits accounted for most of the decrease.

Table 2 indicates the population projections for the periods 1960-1970 and 1970-1980.

TABLE 2	POPULATION PROJECTIONS FOR 1970 and 1980	
	1970	1980
United States	208,956,892 16.5%	249,537,312 19.4%
North Carolina	4,977,920 9.3%	5,547,919 11.5%
Gaston County	140,620 13.5%	154,977 14.3%
Belmont	4,621 -3.8%	4,174 -4.4%

Source: N. C. Division of Community Planning,
Special Projects Section

Both 1970 and 1980 show an increase for the Nation, State and County, although the Nation shows a substantially higher rate of increase than the other two regions. However, the City of Belmont reflects a further loss in population for both periods. The projected loss of population for Belmont over these two census periods requires some qualification. Probability of annexation is not considered in the projections. The need for City services in the newly developing areas outside the corporate limits makes annexation imminent. Therefore, an increase in population for Belmont is highly probable, since the fringe areas are increasing rapidly in population.

The population in the foregoing two tables was computed by the Cohort Survival Method. This technique incorporates birth, death, and out-migration factors.

Age Groups

The trend from 1960 through 1980 indicates that the 0-19 age group will comprise 37 per cent of the population in 1970 and 38 per cent in 1980, or roughly the same percentage as in 1960 (38 per cent). In 1960 the age group of 60 years and older comprised 9.5 per cent of Belmont's population. It is projected that in 1970 it will total 15 per cent and in 1980 increase to 18 per cent. Thus, the segments of the population which are largely unproductive will increase from a total of 47.5 per cent in 1960 to 52.0 per cent in 1970 and upwards to 56.0 per cent in 1980. This means that a smaller proportion of the population will be required to sustain an increasingly larger percentage of the population.

TABLE 3
POPULATION BY RACE FOR BELMONT AND
GASTON COUNTY, 1950, 1960

BELMONT - 1950				GASTON COUNTY - 1950				
White		Non-White		White		Non-White		
Male	Female	Male	Female	Male	Female	Male	Female	
2,237	2,478	388	327	47,231	48,719	7,060	7,826	
41.9%	46.5%	5.4%	6.2%	42.6%	44.0%	6.4%	7.0%	
Median								
Age	24.9	27.8	26.6	26.7	24.8	25.8	23.2	24.5
-	-	-	-	-	-	-	-	-
1960								
2,047	2,284	311	365	53,917	56,529	7,810	8,818	
40.8%	45.7%	6.3%	7.2%	42.4%	44.5%	6.1%	7.0%	
Median								
Age	27.8	30.5	26.9	29.9	26.2	28.1	19.4	23.5
Source: U. S. Bureau of the Census								

Source: U. S. Bureau of the Census

Table 3 shows that during the period 1950-1960 there was a rise in the non-white population of Belmont as compared to a drop in the male non-white category in Gaston County. This was due largely to the fact that more non-whites were hired in the textile industry than previously. Since Belmont is largely industrially orientated to textiles there was an increase in the non-white population.

It should be noted that the median age during 1950-1960 rose significantly in Belmont, whereas it fell abruptly in Gaston County. The median age for non-white males was astonishingly lower in 1960 for this group than in the white male classification. A greater diversity in employment opportunities

throughout Gaston County partially accounts for the lower median age. Another contributing factor is the natural increase in this age category throughout the nation.

Sex

The census of 1960 revealed that Belmont had a male population comprising 47 per cent of the total population as compared to 53 per cent female. Projected figures for 1970 show a male percentage of 46 per cent and female 54 per cent and a continuing trend in 1980 with 41 per cent male and 59 per cent female. Two factors are largely responsible for the predominance of women in the population. First, women statistically have been proven to live longer than men. Second, the out-migration of men has increased due to the lack of diversity in employment.

Income

The median family income for Belmont in 1960 is indicated in Table 4 on a comparative basis.

Table 4 MEDIAN FAMILY INCOME - BELMONT, 1960

Urban United States	\$6,166
Urban North Carolina	4,843
Gaston County	4,694
City of Belmont	4,970

Source: U. S. Bureau of the Census

An analysis of the above figures shows that Belmont has a median family income slightly higher than the State's urban areas and the County, but considerably lower than the Urban United States.

Since these figures indicate the ability to purchase consumer goods, it can only be concluded that North Carolina, Gaston County and Belmont are not as economically viable as the Urban United States in general.

Some qualification should be made regarding Belmont's median family income figure. Approximately 17 per cent of the housing stock is mill housing. Rents are nominal and in most cases water is furnished without charge to tenants. Therefore, the median family income should be somewhat higher because of the "in lieu of wages" factor. This, however, does not raise

the overall figure more than \$200 and so leaves Belmont lagging the Urban United States median family income by approximately \$1,000.

Education

Comparing the educational attainments for adults 25 years and older, Table 5 indicates the following median school years completed.

Table 5 MEDIAN SCHOOL YEARS COMPLETED

Urban United States	11.1 Years
Urban North Carolina	10.4 Years
Gaston County	8.2 Years
Belmont	8.9 Years

Source: U. S. Bureau of the Census

Since the City and County lag considerably behind the State and Nation, it seems imperative that more citizens in Belmont must acquire educational training to their maximum potential. New industries cannot be attracted without a highly trained labor force.

ECONOMY

The growth or lack of growth in Belmont will depend largely on its economic development. A few pertinent facts will be presented relative to the current economy of the City. Table 6 shows the percentage distribution of employees among major economic activities for 1960.

TABLE 6 EMPLOYMENT DISTRIBUTION FOR
BELMONT, 1960

Agriculture and forestry	.1
Manufacturing	62.1
Construction	1.9
Transportation	4.2
Commerce	11.3
Personal Services	4.7
Professional	12.3
Other or not given	3.4
Total employed	100.0 Per Cent

Source: U. S. Bureau of the Census

Manufacturing employs the bulk of the labor force, or 62.1 per cent of the total. The textile industry employs 58.8 per cent of the city's total employment, thus leaving a remainder of 3.3 per cent to all other forms of manufacturing. These figures indicate an acute need for diversification of industry. Such a disproportionate reliance on one industry makes the economy of the City vulnerable to severe cyclical changes.

Table 7 indicates the proportionate number of persons employed in Belmont and Gaston County according to occupational groups. During the 1950-1960 period there was an overall increase in employment in Gaston County as compared to Belmont. This resulted largely from the population growth of the County and the loss of population in Belmont for a similar period.

It should be observed that in the highly skilled trades, Gaston County has a larger percentage of employees in this classification, both in 1950 and 1960. In 1950, Belmont had 8.2 per cent and 10.9 per cent in 1960, or an increase of 2.7 per cent. Gaston County, by comparison, had 11.1 per cent in 1950 and 13.3 per cent in 1960, or an increase of 2.2 per cent. Even though some improvement resulted in the percentage of employees engaged as skilled craftsmen during 1950-60 there is a need for a further increase in Belmont. It should be noted that Belmont still lags Gaston County by 2.4 per cent in 1960.

An increased percentage of employees in the skilled trades in Belmont will not only show a greater diversification in employment for Belmont but it will add a greater percentage of higher income persons to the economy.

TABLE 7 OCCUPATIONAL DATA - BELMONT AND GASTON COUNTY

	Belmont		Gaston County	
	1950	1960	1950	1960
Male Employed:	1,460	1,339	29,302	31,620
Professional, technical & kindred workers	65	60	919	1,473
Farmers & farm managers	1	0	1,332	435
Managers, offs., & proprs., excluding farm	140	123	2,269	2,401
Clerical & kindred workers	51	66	971	1,609
Sales workers	74	59	1,569	1,872
Craftsmen, foremen & kindred workers	204	247	5,017	6,661
Operatives & kindred workers	715	566	12,672	11,573
Private household workers	6	0	61	52
Service workers, excluding private household	100	83	1,563	1,665
Farm laborers & foremen	3	0	519	213
Laborers, except farm & mine	95	98	2,116	2,054
Occupation not reported	6	37	294	1,612
Female Employed:	1,102	990	16,457	19,531
Professional, technical & kindred workers	130	134	1,008	1,478
Farmers & farm managers	0	0	46	25
Managers, offs., & proprs., excluding farm	15	16	319	435
Clerical & kindred workers	78	126	1,446	2,634
Sales workers	36	40	751	963
Craftsmen, foremen & kindred workers	7	8	81	158
Operatives & kindred workers	673	474	9,890	9,246
Private household workers	79	66	1,676	1,931
Service workers, excluding private household	63	84	866	1,398
Farm laborers & foremen	2	0	123	42
Laborers, except farm & mine	8	9	127	192
Occupation not reported	11	33	124	1,029

Source: U. S. Bureau of Census

Employment and Unemployment

Table 8 indicates the employment profile of Belmont for 1960.

TABLE 8		EMPLOYMENT AND UNEMPLOYMENT FOR BELMONT BY AGE AND SEX - 1960
<u>Males, 14 years and older</u>		1,624
Labor Force		1,360
Employed		1,339
Unemployed		21
Not in Labor Force		264
<u>Females, 14 years and older</u>		1,977
Labor Force		1,026
Employed		990
Unemployed		36
Not in Labor Force		951
Source:		U. S. Bureau of the Census

The total number of persons employed as of 1960 in Belmont was 2,329. Males comprised 57.4 per cent of the total and females 42.6 per cent. In Gaston County for 1960, the male employment was 61.8 per cent and the female 38.2 per cent. Thus, Belmont had 4.4 per cent more females employed on a proportionate basis than the County.

A continuance of the large percentage of female employment can lead to serious consequences. Wage rates generally have a tendency to be depressed when a substantial portion of those employed are females. Consequently, males will have a tendency to out-migrate under these conditions. The out-migration of males and the low median family income are serious defects in the economy of Belmont.

The foregoing cursory examination of Belmont's population and economy are presented only to recapitulate the most important elements in these two areas. As previously mentioned, a comprehensive and detailed survey and analysis of the population and economy factor will be presented as a separate study.

Retail Sales

Table 9 indicates that Belmont has an average yearly retail trade of \$109,774 per establishment as compared to \$146,795 for Gastonia and \$112,531 in Gaston County. Although Belmont is slightly below the average sales for Gaston County, it is considerably lower than Gastonia. Therefore, it may not be concluded that Belmont is gaining a proportionate share of retail sales per establishment.

The average earnings per employee engaged in retail sales was \$2,994 for Belmont, \$3,063 in Gastonia and \$2,907 for Gaston County. Average earnings for Belmont employees appear favorable in retail sales on a comparable basis. Since the cost of living is higher in a larger city, such as Gastonia, it is natural to expect wages to be somewhat higher. The wages for Belmont are somewhat higher than Gaston County. It can be concluded that retail sales and employees' wages compare favorably with the surrounding urban areas.

TABLE 9 RETAIL SALES FOR GASTON COUNTY - 1963

	Gaston County	Belmont	Gastonia
Number Establishments	1,131	102	475
Sales (\$000)	\$127,273	\$11,197	\$69,728
Payroll (\$000)	\$ 12,657	1,079	7,774
Number Employees	4,353	361	2,538
Food Stores	\$ 35,953	\$ 2,757	\$15,624
Eating & Drinking Places	6,001	820 (est.)	3,275
General Merchandise	14,624	813	11,187
Apparel & Accessories	6,226	583	4,387
Furniture, Home Appl.	7,023	617	5,030
Automotive Group	24,833	3,360	15,372
Gasoline Service Stas.	11,370	944	4,532
Lumber, Building Mats.	6,805	398 (est.)	3,595
Drug & Proprietary	4,967	593	2,054
Other Retail	9,471	312	4,672
Total	\$127,273	\$11,197	\$69,728

Source: U. S. Census of Business, 1963

The first section of the report discusses the general situation of the country and the progress of the work. It mentions the various departments and the different branches of the service. It also refers to the various committees and the different bodies of the government. The second section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The third section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country.

The fourth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The fifth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The sixth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country.

The seventh section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The eighth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The ninth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country.

The tenth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The eleventh section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country. The twelfth section of the report discusses the various measures taken by the government to improve the situation of the country. It mentions the various laws and regulations that have been passed and the different measures that have been taken to improve the economy and the social conditions of the country.

CHAPTER VI LAND USE ANALYSIS

CHAPTER 10 LAND-USE ANALYSIS

CHAPTER VI

LAND USE ANALYSIS

Table 10 presents a statistical breakdown of all land uses within the Belmont planning area. The seven major land use categories and the twelve subcategories are shown according to their individual planning unit designation. A total of 5,602.29 acres is encompassed by the total planning area. The total developed area comprises 2,615.57 acres, or 46.7 per cent of the total acreage involved. The undeveloped area comprises 2,986.72 acres, or 53.3 per cent of the total.

A further breakdown of the total acreage reveals that the corporate limits encompasses 1,109.73 acres. The developed portion comprises 809.58 acres, or 72.9 per cent of the total, while the undeveloped area takes in 300.15 acres, or 27.1 per cent of total area within the corporate limits. The outer fringe area has a total area of 4,492.56 acres. Developed acreage within this area amounts to 1,805.99, or 40.1 per cent of the total. Undeveloped acreage encompasses 2,686.57, or 59.9 per cent of the total.

Chart 1 graphically depicts the land use distribution for the Belmont planning area. Map 3 shows the geographical distribution of the major land uses within the area.

It should be noted that the one-mile perimeter area jurisdiction is somewhat reduced in the western sector since the town of McAdenville is located there. As a consequence, the area of jurisdiction for planning is restricted to a boundary line equidistant from the respective corporate limits of each municipality. The eastern sector of the outer perimeter jurisdiction has also been reduced since Belmont preferred not to exercise any jurisdiction in Mecklenburg County.

For the foregoing reasons the total planning area reflects less acreage than would normally be anticipated. This also has been a major contributing factor in reducing the amount of vacant land available for development under the planning jurisdiction of Belmont. With this overall view of the planning area, it is now possible to analyze the individual land uses.

TABLE 10

TOTAL ACREAGE FOR THE BELMONT PLANNING AREA

	1	2	3	4	CBD	Total Acres			7	8	Total	
						City	5	6			Acres	Fringe Plannin Area
Open Land:												
Vacant	39.55	91.76	132.76	32.88	3.20	300.15	427.41	536.59	696.09	801.74	2461.86	2762.0
Water Area							18.44	112.94	78.86	14.47	224.71	224.7
Manufacturing	11.72	36.00	4.11	2.53	.11	54.47	11.86	6.61	4.74	6.61	29.82	84.2
Trans. & Util.	30.23	68.15	34.15	25.02	6.34	163.89	120.27	172.38	55.27	70.18	418.10	581.9
Trade:												
Retail	6.21	4.59	3.09		8.71	22.60	7.27	11.83	.44	.51	20.05	42.6
Wholesale		.33			.11	.44	2.06	1.07		.48	3.61	4.0
Services:												
Personal	2.57	2.46	.22	14.60	1.14	20.99		2.20	1.87	.26	4.33	25.3
Professional	.26	.26			.48	1.00						1.0
Business		2.68	.11		1.73	4.52	.44	4.26		.92	5.62	10.1
Governmental	3.97	4.04	4.48	4.60	2.13	19.22	6.43	4.77		16.40	27.60	46.8
Cultural & Recreation	27.62	92.46	12.41	18.99	.88	152.36	204.92	499.49	4.37	4.89	713.67	866.0
Residential:												
Single-Family	62.33	158.34	66.37	66.44	1.36	354.84	147.65	173.44	86.50	159.96	567.55	922.3
Two-Family	3.05	3.86	2.13	3.82		12.86	4.63	2.06	.84	2.09	9.62	22.4
Multi-Family	.11	1.36	.70		.22	2.39	.81	1.43		3.78	6.02	8.4
TOTAL	187.62	466.29	260.53	168.88	26.41	1109.73	952.22	1529.07	928.98	1082.29	4492.56	5602.2

Source: N. C. Division of Community Planning

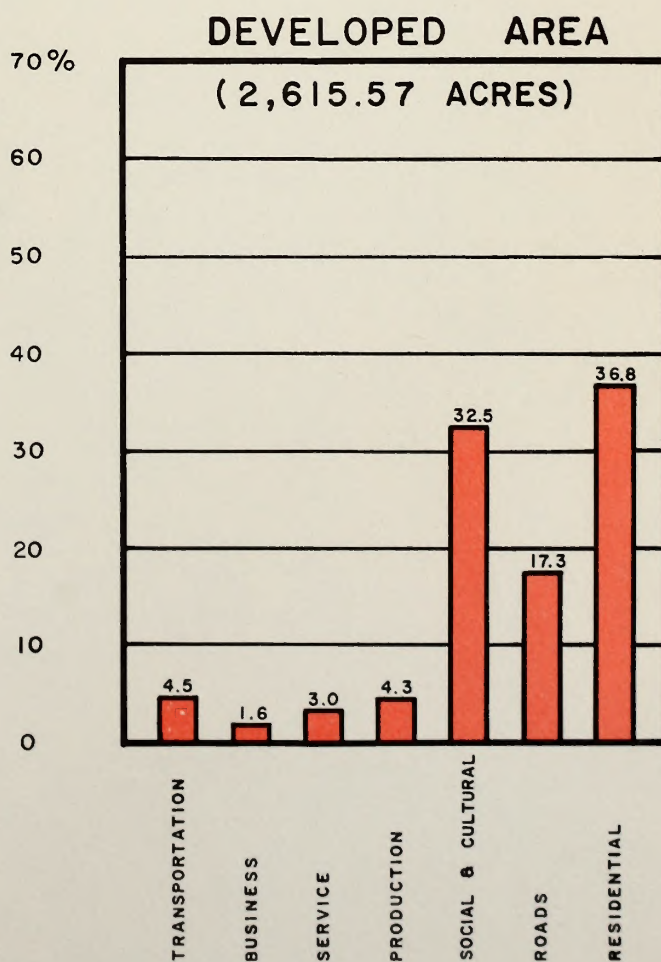
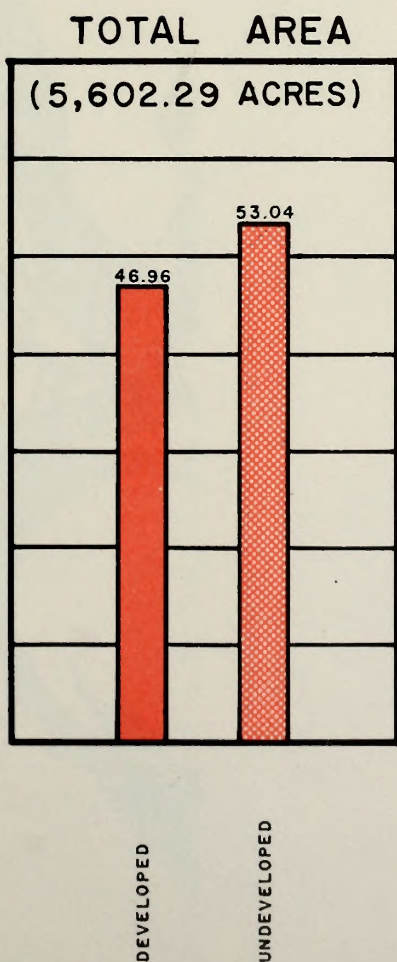
LAND USE ANALYSIS

BELMONT, NORTH CAROLINA

(TOTAL PLANNING AREA)

SUMMARY

USE	ACREAGE
TRANSPORTATION	122.94
BUSINESS	46.70
SERVICE	83.28
PRODUCTION	84.29
SOCIAL & CULTURAL	866.03
ROADS	459.05
RESIDENTIAL	953.28
VACANT	2,986.72
TOTAL	5,602.29

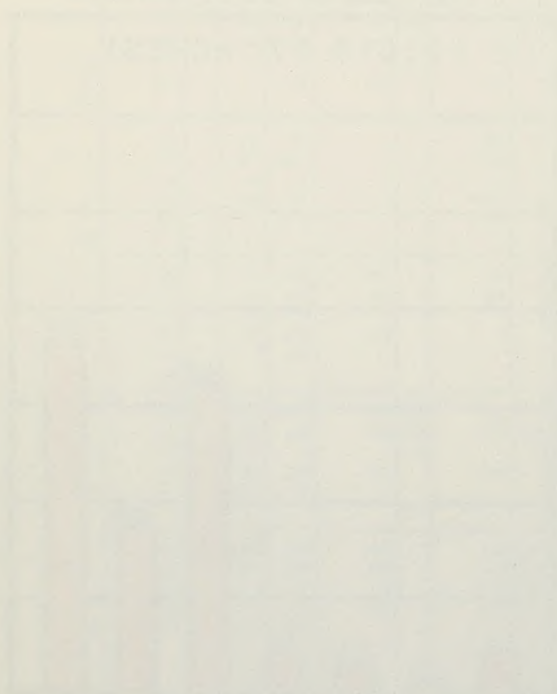


LAND USE ANALYSIS

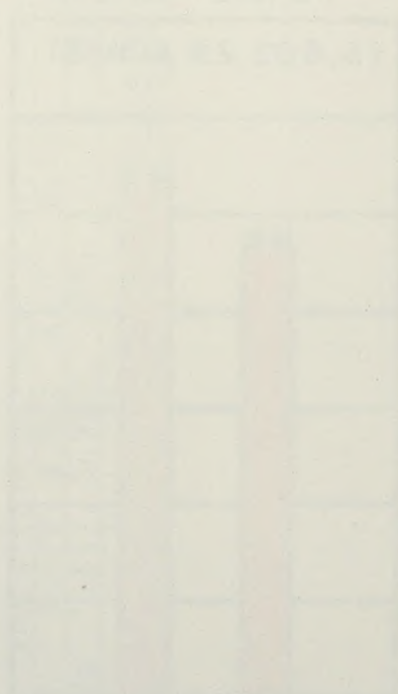
BELMONT, NORTH CAROLINA

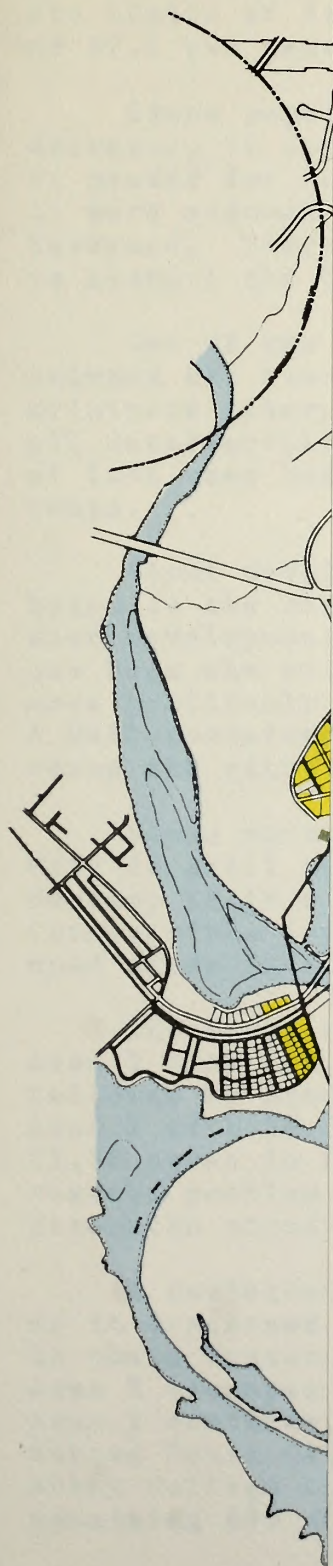
ALLEGED	ACTUAL
1. AGRICULTURE	1. AGRICULTURE
2. FORESTRY	2. FORESTRY
3. PASTURE	3. PASTURE
4. WOODLAND	4. WOODLAND
5. OPEN SPACE	5. OPEN SPACE
6. RESIDENTIAL	6. RESIDENTIAL
7. COMMERCIAL	7. COMMERCIAL
8. INDUSTRIAL	8. INDUSTRIAL
9. TRANSPORTATION	9. TRANSPORTATION
10. OTHER	10. OTHER

ACTUAL LAND USE



TOTAL AREA





LAND-USE ANALYSIS

BELMONT, NORTH CAROLINA

Category	Area (Acres)	Percentage (%)
Forest	1,200	40.0
Urban	300	10.0
Industrial	150	5.0
Commercial	100	3.3
Open Space	200	6.7
Water	100	3.3
Transportation	50	1.7
Other	50	1.7
Total	3,000	100.0

FIGURE 1. LAND-USE ANALYSIS

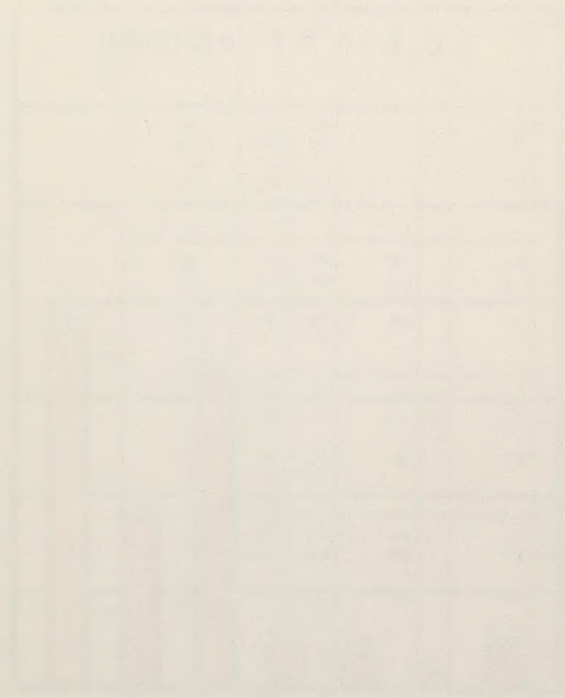
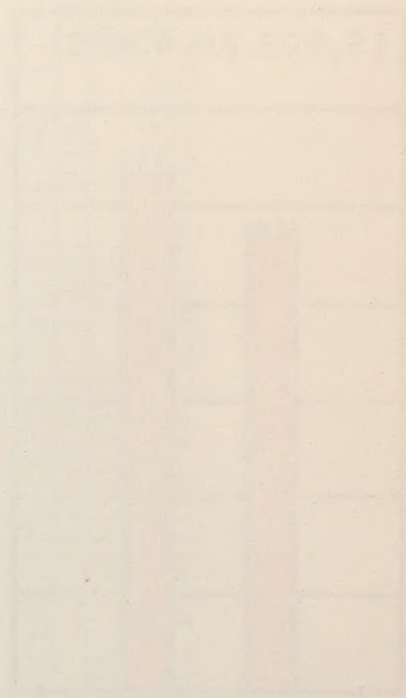
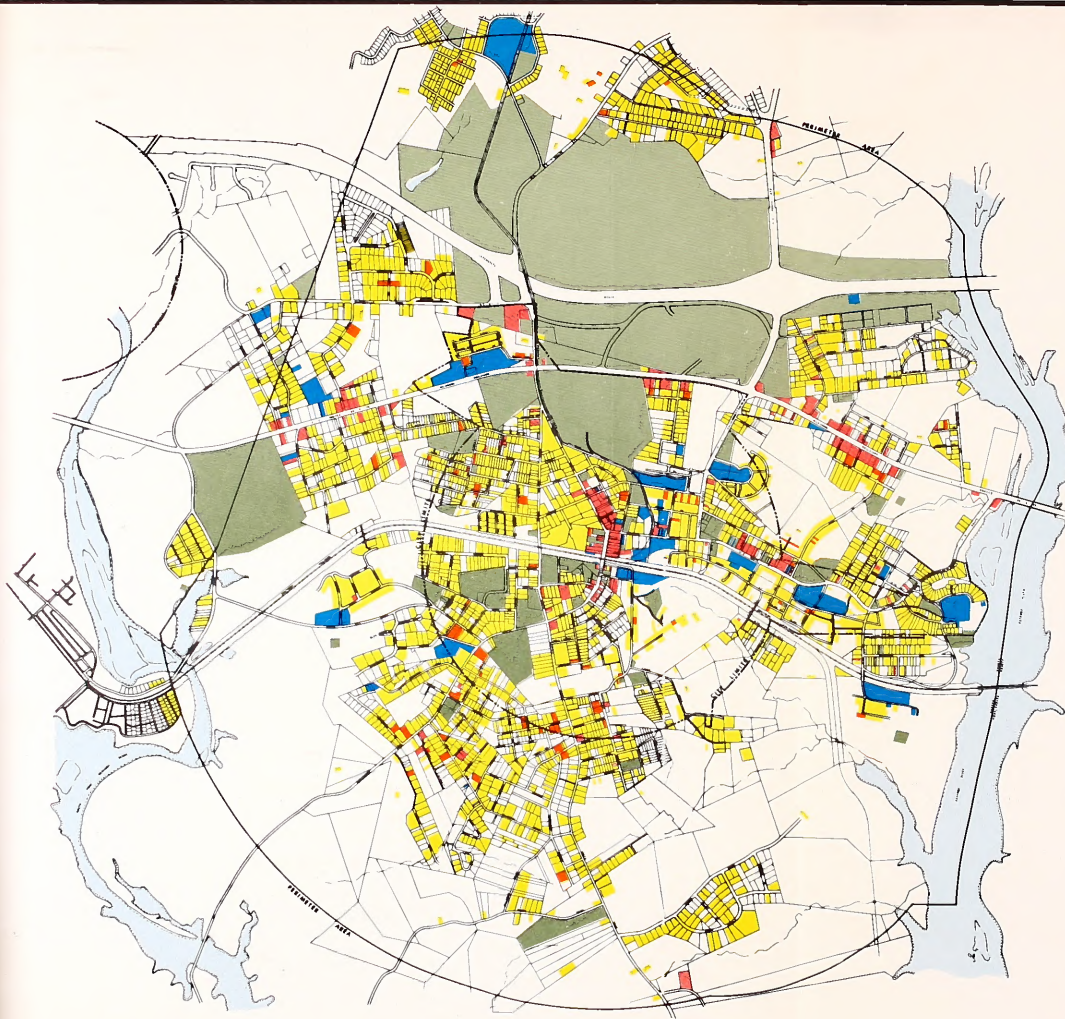


FIGURE 2. TOTAL AREA



GENERALIZED
EXISTING LAND USE



Belmont
North Carolina

2160' 0 2160'

Scale in Feet



LEGEND

RESIDENTIAL

SINGLE FAMILY

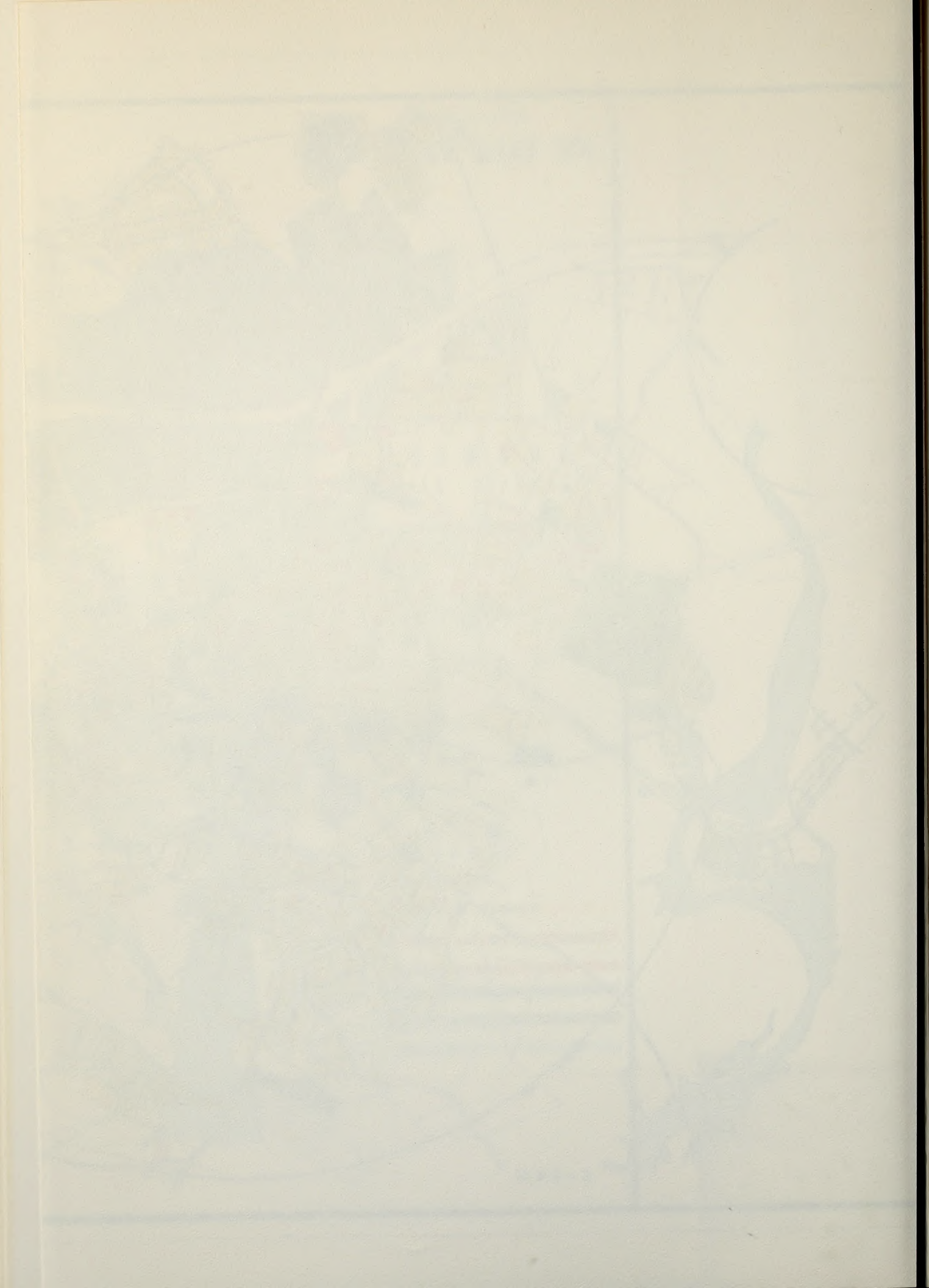
TWO OR MORE FAMILY

COMMERCIAL

INDUSTRIAL

PUBLIC & QUASI-PUBLIC

WATER



VACANT LAND

For the purpose of this study vacant land includes all acreage which presently has no urban use including water areas and agricultural land which is not farmed. Within the corporate limits of Belmont there are 300.15 acres of vacant land, or 27.1 per cent of the total.

Since population projections for 1970 and 1980 show a decrease, it appears that within this period of time no land is needed for future development. This would be true only if it were assumed that a decreasing population trend cannot be reversed. There are several techniques that may be utilized to convert the City into a more desirable place to live.

One of the major defects in the past development of Belmont has been the absence of a zoning ordinance. An indiscriminate intermingling of land uses has resulted in an overall deterioration of the City. The incompatible arrangement of land uses has depreciated property values at an accelerated tempo.

"Spot development" in residential building has contributed to the waste of land within the City. Planned subdivision development has been largely non-existent. The result has been the utilization of land for residences which could more profitably have been used for other types of land uses. A well-conceived subdivision regulation ordinance could reverse the situation described above to a considerable degree.

Since more than one-fourth of the land area within the City is still undeveloped, there is an ample opportunity to develop it in a desirable pattern. A relocation of present incompatible land uses to more desirable locations in undeveloped areas is also possible.

The study area with the largest undeveloped acreage is Area 3 with 132.76 acres in the southeast portion of the City, followed by Area 2, with 91.76 acres in the northeast section, Area 1 with 39.55 acres in the northwest, and Area 4 with 32.88 acres in the southwest. None of these areas has any serious problems that would make it undesirable from a construction standpoint.

A deviation was made in classifying land uses by function as it concerned Sacred Heart College and Belmont Abbey College. In these instances they were categorized by ownership. Study Area 2 encompasses 89.72 acres of Sacred Heart College and Area 1 contains 5.37 acres. The remaining 11.42 acres of the Sacred Heart College are in the outer perimeter. Belmont Abbey College has 4.55 acres within Study Area 1 and the remaining 680 acres outside the corporate limits.

Classifying these two institutions by ownership was necessary because of the unlikelihood that these properties would be available for development within the next twenty years. However, there is the possibility that some part of the Belmont Abbey land will become available for light industrial development adjacent to the Piedmont-Northern Railroad and for commercial development along Wilkinson Boulevard and Interstate 85.

As previously mentioned, there are 2,686.57 acres of undeveloped land in the outer perimeter, or 59.9 per cent of the total 4,492.53 acres. Study Area 8 has 801.74 undeveloped acres followed by Area 7 with 696.09 acres. Area 6 has 536.59, and Area 5 the remaining 427.41 acres. Except for Area 5, which has two small areas that present difficulty in septic tank operation because of poor soil percolation, there are no impediments to development in the entire outer fringe area.

It is obvious that more than sufficient land will be available for development within the next twenty years in the outer fringe. This abundance of vacant land will allow for land development to transpire in a well-coordinated manner through the instruments of subdivision regulation, the zoning ordinance and building codes. It also will permit relocation and the eventual re-use of land based on its "best and highest use".

It should be noted that water areas comprise 224.71 acres of the perimeter area, or 4.9 per cent of the total area. The Catawba River represents 112.94 acres in Area 6 and 78.86 acres in Area 7. On the western side of the area the South Fork-Catawba River includes 18.44 acres in Area 5 and 14.47 acres in Area 8. By excluding the water areas from land designated for future development, it is not inferred that these areas have no functional use. They are sources of water supply and furnish excellent recreation potential. However, for the purpose of this study we are basically concerned only with future land development.

RESIDENTIAL

Residential land use in the Belmont Planning Area comprises 953.28 acres or 17 per cent of the total planning area of 5,602.29 acres. They comprise 36.4 per cent of the total developed area of 2,615.57 acres. The corporate limits encompass 370.09 residential acres, or 33.3 per cent of its 1,109.73 acres, or 45.7 per cent of the total developed land in the City. The fringe area has 583.19 residential acres or 12 per cent of the 4,492.56 acres, or 32.8 per cent of the total developed land in the planning area.

Density

It is obvious from the above figures that the outer fringe area has more acreage devoted to residential uses than in the corporate area, but of even more significance is the density within these residential areas. Table 11 indicates the net residential density of each planning area. It relates the number of dwelling units to the total residential acreage for each area involved. The determination of existing densities will act as a guide for preliminary design schemes and assist in establishing population loads and required areas of land.

Study Area 1 has the highest density for all three types of residential structures. It should be noted that the average lot sizes are smaller than in any other area. This section is located in the northwest quadrant of the city. A large majority of the homes are either mill houses or occupied by non-whites. There are also more two-family dwellings here than in any other area. A combination of these factors accounts for Study Area 1 having the highest overall density.

Study Area 7 has the lowest density of the entire planning area. It also has the largest average lot size, partly because of the presence of Amity Acres -- a newly developed subdivision which has larger than average lots. This factor, coupled with absence of mill or non-white housing has resulted in a lower density and a larger average lot size.

Table 11 indicates that overall densities are lower in the fringe area and average lot sizes are larger. A trend has developed toward larger lot sizes in the fringe area and consequently a greater demand for land in this area is indicated for the future.

According to the neighborhood standards of the American Public Health Association, a desirable density range is between 4.8 and 11.7 dwelling units per acre for areas with mostly single- and two-family dwellings. The highest density in this classification of residences is 9.1 dwelling units per acre for two-family structures. It is apparent that residential densities do not present a problem for the Belmont planning area. However, residential areas must also comply with desirable standards for spacing of structures and other features which make for a well-coordinated and functional community.

Area 5 has six multi-family structures, but this has not substantially raised the density since the dwelling units per acre only amount to 14.8. Study Area 6 has a trailer park containing 54 trailers, and this again has not materially raised the density in this area since the area for placement of individual trailers is spacious. The single-family density in this area is only 3.3 dwelling units per acre.

TABLE 11 DWELLING UNITS, DENSITIES AND AVERAGE LOT SIZES PER NET ACRE, 1965

Study Area	SINGLE-FAMILY					TWO-FAMILY					MULTI-FAMILY				
	Average Lot					Average Lot					Average Lot				
	DU's Acres	DU's per Acre	Size/Struc. (Sq.Ft.)	DU's Acres	DU's per Acre	Size/Struc. (Sq.Ft.)	DU's Acres	DU's per Acre	Size/Struc. (Sq.Ft.)	DU's Acres	DU's per Acre	Size/Struc. (Sq.Ft.)	DU's Acres	DU's per Acre	Size/Struc. (Sq.Ft.)
1	276	62.33	4.4	9592	28	3.05	9.1	9147	4	.11	36.3	4791			
2	578	158.34	3.7	11751	30	3.86	7.7	10880	25	1.36	18.3	11761			
3	276	66.37	4.1	10081	18	2.13	8.4	10018	12	.70	17.1	15246			
4	211	66.44	3.1	13053	16	3.82	4.1	20473							
CBD	5	1.36	3.6	9592					4	.22	18.1	9583			
Total City	1346	354.84			92	12.86			45	2.39					
5	441	147.65	3.0	14374	22	4.63	4.7	18295	12	.81	14.8	17641			
6	581	173.44	3.3	12632	14	2.06	6.7	12632	15	1.43	10.4	20473			
7	191	86.50	2.2	19602	4	.84	4.7	18295							
8	438	159.96	2.7	15560	10	2.09	4.7	17859	36	5.78	9.5	20473			
Total Fringe	1651	567.55			50	9.62			63	6.02					
Grand Total	2997	922.39			142	22.48			108	8.41					

Source: N. C. Division of Community Planning

Throughout the planning area there is no clustering of multi-family dwellings and, with the exception of the aforementioned trailer court, only individual trailer placements exist and they are fairly well distributed throughout the area.

Structural Conditions

Table 12 indicates a complete resume of residential structural conditions for all structures within the Belmont planning area. An analysis of these figures follows. Map 4 shows the areas of substandard housing.

The total number of housing units within the planning area is 3,026. Within the corporate limits there are 1,362 units and the fringe area has 1,664. Again, this indicates that residential development is progressing at a much more rapid rate here than in the City.

Structural conditions of housing have been classified in four categories. They are listed below with a short definition of each type.

CONSERVE - Housing which has no defects or only slight defects which normally are corrected during the course of regular maintenance.

MINOR REPAIR - Housing which requires more repair than would be provided in the course of regular maintenance but only of a minor nature.

MAJOR REPAIR - Housing which has one or more major defects that must be corrected if the unit is to provide safe and adequate shelter.

DILAPIDATED - Housing which does not provide safe and adequate shelter and in its present condition endangers the health, safety, or well-being of the occupants.

Residential structures in the Belmont planning area were classified as to structural condition by means of a "wind-shield survey". Each structure was rated by exterior examination from an automobile.

Substandard housing in the planning area totals 1,223 units, or 40.1 per cent of the total. This is a phenominally high percentage of substandard housing for the planning area since North Carolina law permits individual neighborhoods to qualify for urban renewal or rehabilitation with a percentage of $66 \frac{2}{3}$ per cent. The incorporated area has 622 substandard housing units, or 46 per cent of 1,362 total units. Within the fringe area there are 601 substandard units, or 58 per

TABLE 12 STRUCTURAL CONDITIONS OF HOUSING

Study CONSERVE			MINOR REPAIR				MAJOR REPAIR				DILAPIDATED				Total	
Area	SF	TF	MF	TR.	HO	SF	TF	MF	GA	HO	SF	TF	MF	GA	HO	Housing Units
1	48	13		1		71		1	1	1	82		58	1		277
2	77	1	5	7		192	3			4	190	8	91	3	1	583
3	28	2	2	2	2	91	1			2	74	5	69	1		280
4	81	2		2	2	85	6			3	19			14	1	216
CBD	3		1								1		1			6
Total	237	18	8	12	4	439	10	1	1	10	366	13	219	19	2	1362
5	132	6	1	9		98	1				155	3	43	1		451
6	94	1	3	84	1	182	1				110	5	100		1	583
7	69					63					29	2	28			191
8	192	3	8	9		104	1		1		37	1	82			439
Total Fringe	487	10	12	102	1	447	3		1		331	11	253	1	1	1664
Total Plan. Area	724	28	20	114	5	886	13	1	2	10	697	24	472	20	1	3026

Source: N. C. Division of Community Planning

Legend: SF - Single-Family TR - Trailer
TF - Two-Family HO - Home Occupation
MF - Multi-Family GA - Garage Apartment

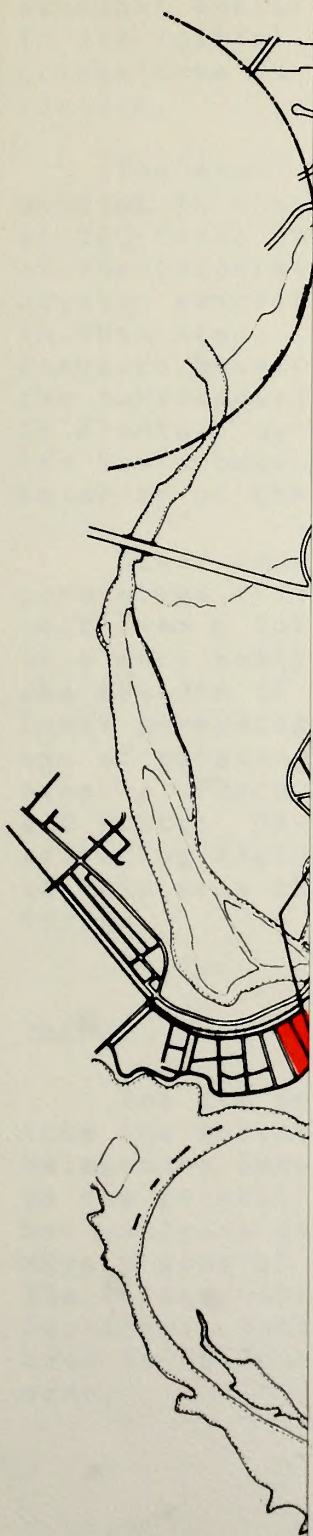


TABLE 12 STRUCTURAL CONDITIONS OF HOUSING

Study CONSERVE				MINOR REPAIR				MAJOR REPAIR				DILAPIDATED				Total	
Area	SF	TF	MF	TR.	HO	SF	TF	MF	GA	HO	SF	TF	MF	GA	HO	Housing Units	
1	48	13		1		71		1	1	1	82					277	
2	77	1	5	7		192	3			1	190	8			1	583	
3	28	2	2	2	2	91	1			1	74	5				280	
4	81	2		2	2	85	6			1	19				1	216	
CBD	3		1								1					6	
Total	237	18	8	12	4	439	10	1	1	10	366	13			2	1362	
5	132	6	1	9		98	1			1	155	3	1			451	
6	94	1	3	84	1	182	1				110	5		1		583	
7	69					63					29	2				191	
8	192	3	8	9		104	1		1		37	1				439	
Total Fringe	487	10	12	102	1	447	3		1		331	11	1	1		1664	
Total Plan. Area	724	28	20	114	5	886	13	1	2	10	697	24	1	4	2	3026	

Source: N. C. Division of Community Planning

Legend: SF - Single-Family TR - Trailer
 TF - Two-Family HO - Home Occupation
 MF - Multi-Family GA - Garage Apartment

AREAS OF SUB-STANDARD
HOUSING

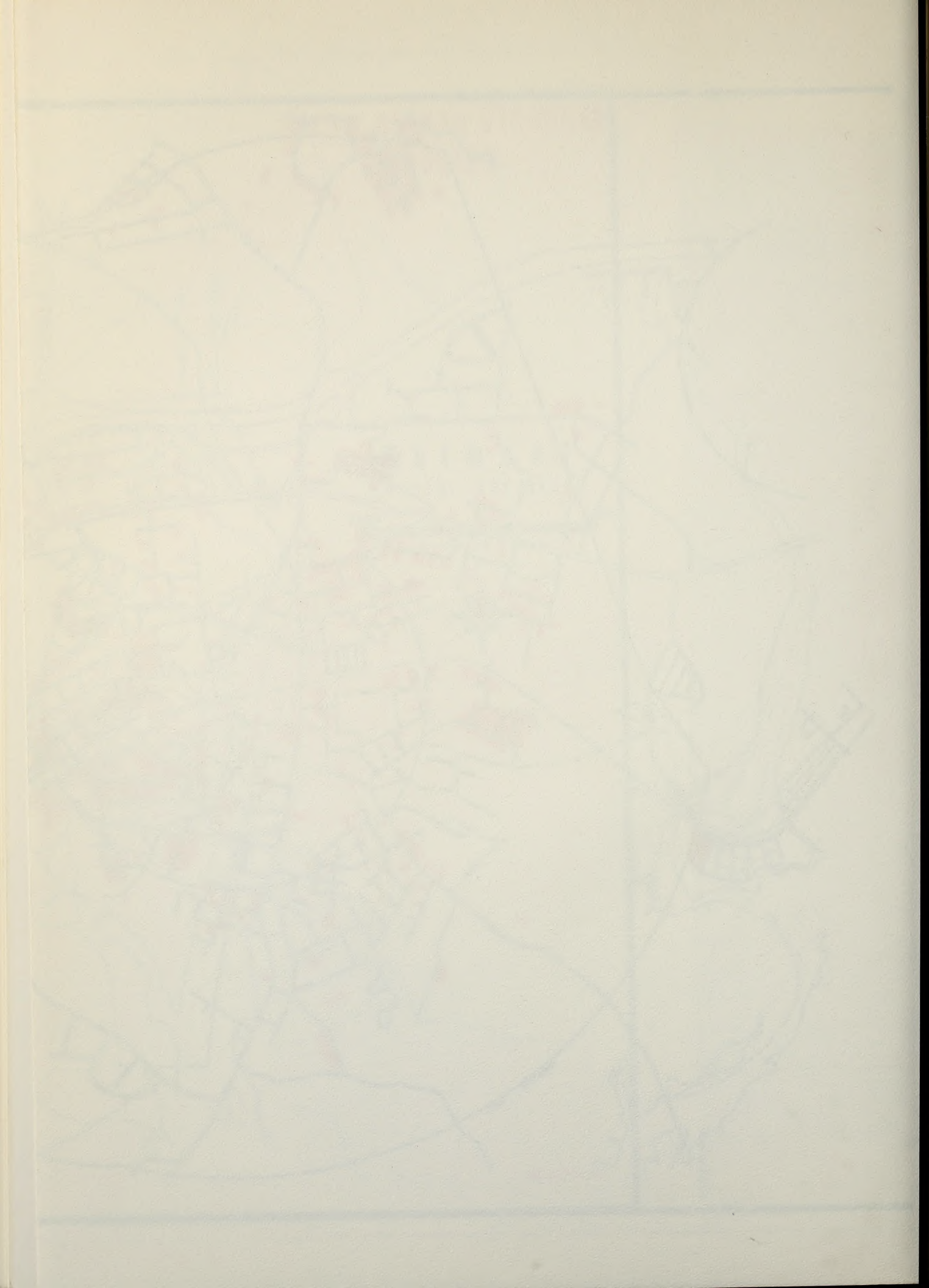


Belmont
North Carolina

2160' 0 2160

Scale in Feet





cent of the total. Both the City and the fringe area have an exceedingly high percentage of substandard housing. Since the corporate limits encompass the older parts of the planning area, it might be reasonable to expect the amount of substandard housing there to exceed that on the fringe. This factor is somewhat qualified because new residential development is only in its initial stages. Much of the substandard housing in the fringe area is clustered around the mills and is not of recent vintage.

The study area with the highest percentage of substandard housing is Area 3 with 90 substandard units, or 32 per cent of 280 total units. This area is within the southeast quadrant of the corporate limits. A combination of non-white and mill housing comprise the largest segment of the substandard housing in this area. Study Area 5 has the greatest percentage of substandard housing in the outer fringe. Again, the majority of the substandard housing involves non-white and mill housing. In absolute numbers, Study Area 2 within the corporate limits has 294 substandard units, from a total of 583 units. The majority of the substandard units are mill houses.

Study Area 4 within the corporate limits has the lowest percentage of substandard housing. Only 35 units, or 16 per cent from a total of 216 units fall in this category. This is a more newly developed area of the city, and combined with the absence of non-white and mill housing, accounts for a lower percentage of substandard housing. The lowest percentage of substandard housing in the outer perimeter is in Study Area 8. There are 121 substandard units out of a total of 439 units. Newly developed subdivisions are the major contributing factor to a lower percentage of substandard housing in this area than in the remaining study areas in the outer fringe.

TRADE

For the purposes of this study, trade has been divided into the subcategories of retail and wholesale. These two categories incorporate establishments supplying commodities to the general public, commercial enterprises, and to industry but excludes establishments of a business character which supply general needs of an intangible nature to the public. The latter will be discussed under the general category of Services. Total acreage for trade in the Belmont planning area is 46.70 acres, or 1.7 per cent of the total developed area.

Central Business District

The central business district occupied 26.41 acres. It is a linear type CBD and near the southern end it is bisected by the Southern Railway which runs east and west. Within the confines of this area are six residential dwellings, comprising five single-family and one multi-family structures. One of the single-family dwellings is classified as major repair and the multi-family unit is dilapidated.

Several major types of land uses are within the central business district forming a pattern of incompatible land arrangement. An intermixture of residential and commercial property prevails which creates a condition mutually injurious. Although the municipal offices have been grouped, there has been a negligible amount of off-street parking provided. Future plans should provide for a more functional building to house the fire department. A location to a site on the periphery of the CBD would remove it from the present congested area. A screening device should be installed along the railroad which bisects the CBD to improve the appearance of the business section.

There are 3.20 acres of vacant land in this area, thus providing some area for relocation. It should be noted that Stowe Park is on the western periphery of the CBD and has the potential of furnishing the CBD with an attractive green area. At present the park loses much of its beauty due to the two service stations and a taxi stand located at the north and south ends of the park. These facilities obstruct the view of the park and have a debilitating effect on the surrounding area.

A lack of surfaced off-street parking lots in the CBD has resulted in too much on-street parking along Main and Catawba Streets. Unattractive parking meters line these streets and discourage patronage to local merchants. The circulation system in this area leaves much to be desired, but this fault will be discussed in a following section concerning transportation.

Retail

There are 42.65 acres devoted to retail trade in the Belmont planning area. Inside the corporate limits there are 22.6 acres, and in the fringe area 20.1 acres. Some 8.71 acres of the total retail acreage is located in the CBD, which has already been discussed. The remaining 13.89 retail acres within the corporate limits are largely confined to three areas. One is a strip commercial development along Catawba Street,

another of the same type is situated on Wilkinson Boulevard and the third to the west and southwest of the CBD. The latter is indiscriminately located among residential structures and has tended to degrade the area generally. Buffering zones are entirely lacking between retail land uses and residential uses. Retail trade outlets bordering Wilkinson Boulevard are generally not too objectionable since they are of the type which serves transient customers. The strip commercial lining Catawba Street is confined to the sale of convenience goods and, as such, serves a useful function for the surrounding residential areas. Neither of these two commercial ribbons are sufficiently buffered to safeguard adjacent residential property and a deteriorating effect is rapidly developing in both areas.

Retail trade in the outer fringe comprises 20.05 acres, or slightly more than one per cent of the developed area. The major portion of this retail trade is confined to strip commercial development along Wilkinson Boulevard in Study Areas 5 and 6. Although most of these establishments offer convenience goods there is lack of variety in the goods offered.

Neighborhood centers selling convenience goods have a more functional use if they are clustered. This is not the case in the Belmont planning area. Retail trade in the planning area generally lacks on-site parking and a harmonious relationship with the surrounding land uses. Individual retail stores are scattered throughout the area with little regard for adjoining land uses. Many are located adjacent to residential property. Inadequate ingress and egress are provided and a lack of off-street parking exists. This results in not only a congested traffic situation but it is also damaging to the property involved. Failure to cluster convenience goods into neighborhood centers also provokes an inconvenience to the residents of an area since several trips are necessary to purchase goods. These type centers should be generally located at intersections of minor and major streets and not interspersed in residential areas.

Wholesale

The total Belmont planning area has 4.05 acres in wholesale use. Within the corporate limits are .44 of these acres. The remaining 3.61 acres are located in the fringe area. Wholesale trade is not concentrated in any particular study area. It comprises such an insignificant proportion of the developed area that it does not warrant much attention. Gastonia and Charlotte are only ten miles distant and they serve the bulk of the wholesale requirements for Belmont. Wholesale trade does not appear to have much potential in the Belmont planning area.

MANUFACTURING

Total manufacturing acreage is 84.29 in the Belmont planning area. The corporate limits area contains 54.47 acres of this total, or 64 per cent. A large majority of the manufacturing within the city is located in Study Area 2 situated in the northeast quadrant. This is one of the older areas in the city and this fact partially accounts for a preponderance of manufacturing in this particular area. It also is in closer proximity to the Catawba River than any other area in the city which provides an outlet for industrial wastes generated by manufacturing firms.

The remaining 29.82 acres, or 36 per cent of the total manufacturing acres, are located in the outer fringe area. Study Area 5 has 11.86 acres, or about twice the amount of manufacturing acreage as the remaining three study areas. Acme Spinning Mill is located in Study Area 5 and comprises a substantial portion of the manufacturing acreage in this area. It is one of the more recently constructed mills and has followed the general trend since World War II of utilizing larger plant sites which provide land for expansion, parking lots, adequate loading and unloading facilities and landscaping. It is reasonable to assume that future manufacturing sites will largely be located in the outer fringe area. The availability of larger acreage at a lower purchase price will provide the incentive.

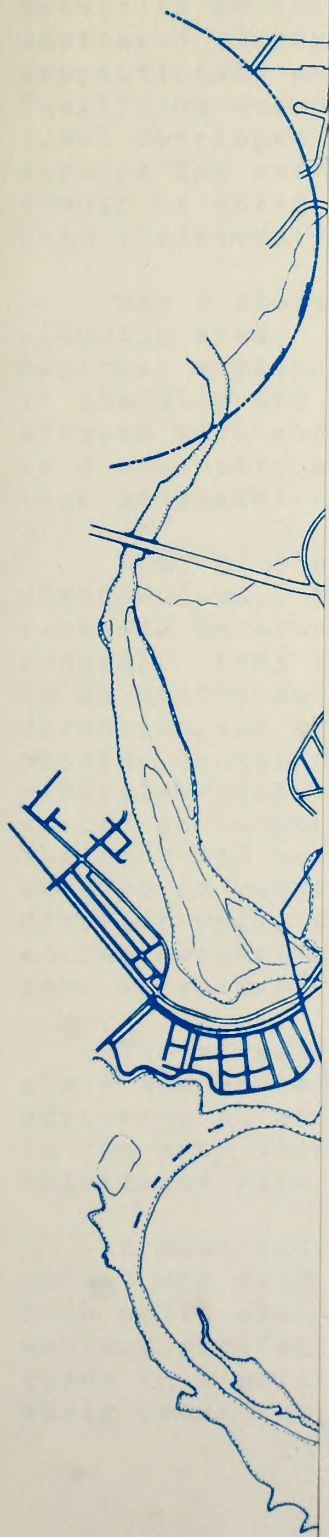
TRANSPORTATION AND UTILITIES

Included in the general category of transportation are the conveyance of passengers and freight from place to place. Utilities involve the collection and distribution system for communication and utilities.

The total acreage within the planning area for transportation and utilities is 581.99 acres. This is 22 per cent of the total developed land in the Belmont planning area.

Transportation

The largest subcategory under transportation is roads and other rights-of-way. There is a total of 459.05 acres in the planning area, or 17.5 per cent of the total developed area. Within the corporate limits there are 119.76 acres, or 22.2 per cent of its developed area. The fringe area has 339.29 acres, or 18.7 per cent of its developed area.



MANUFACTURING

Total manufacturing acreage is 84.29 in the Belmont planning area. The corporate limits area contains 54.47 acres of this total, or 64 per cent. A large majority of the manufacturing within the city is located in Study Area 2 situated in the northeast quadrant. This is one of the older areas in the city and this fact partially accounts for a preponderance of manufacturing in this particular area. It also is in closer proximity to the Catawba River than any other area in the city which provides an outlet for industrial wastes generated by manufacturing firms.

The remaining 29.82 acres, or 36 per cent of the total manufacturing acres, are located in the outer fringe area. Study Area 5 has 11.86 acres, or about twice the amount of manufacturing acreage as the remaining three study areas. Acme Spinning Mill is located in Study Area 5 and comprises a substantial portion of the manufacturing acreage in this area. It is one of the more recently constructed mills and has followed the general trend since World War II of utilizing larger plant sites which provide land for expansion, parking lots, adequate loading and unloading facilities and landscaping. It is reasonable to assume that future manufacturing sites will largely be located in the outer fringe area. The availability of larger acreage at a lower purchase price will provide the incentive.

TRANSPORTATION AND UTILITIES

Included in the general category of transportation are the conveyance of passengers and freight from place to place. Utilities involve the collection and distribution system for communication and utilities.

The total acreage within the planning area for transportation and utilities is 581.99 acres. This is 22 per cent of the total developed land in the Belmont planning area.

Transportation

The largest subcategory under transportation is roads and other rights-of-way. There is a total of 459.05 acres in the planning area, or 17.5 per cent of the total developed area. Within the corporate limits there are 119.76 acres, or 22.2 per cent of its developed area. The fringe area has 339.29 acres, or 18.7 per cent of its developed area.

UNPAVED STREETS



Belmont
North Carolina

2160' 0 2160'

Scale in Feet





Only residential and cultural and recreation acreage exceed roads as a percentage of the developed areas both within the city and the fringe area. Absolute figures reflect a much greater acreage devoted to roads in acreage ratio of roughly four-to-one greater than the corporate limits. The necessity to build roads for sparsely developed sections scattered throughout the fringe area accounts for the disproportionate amount of actual acreage devoted to roads. These facilities occupy normally between 20 and 30 per cent of the total developed land in urban areas. Although the overall acreage for roads within the city appears to be adequate it should be noted that the appropriated land for roads has not been judiciously utilized.

Map 5 shows the paved and unpaved streets within the planning area. It is self-evident from an evaluation of this map that a major paving program for streets is necessary both in the city and in the fringe area. Map 6 also indicates streets with and without sidewalks. A major sidewalk program is a necessity since a large majority of the city streets lack sidewalks.

Many of the streets are deficient both as to width and rights-of-way. Major arteries in some instances cross neighborhoods internally rather than following the boundaries. In general, this circulation system is poorly coordinated. There is no continuous street to carry traffic in an east-west direction, and there are no radial streets to the west which provide access to the downtown area. A major portion of the vehicular traffic in the central business district is concentrated at Catawba-Main Street intersection. Traffic between the east and northeast portions of the city and also the south section is required to pass through the central business district using Catawba and South Main Streets. This creates an unnecessary amount of left-turn traffic from Catawba Street into South Main Street.

The street system of Belmont comprises many areas with short and narrow streets. This has been largely due to construction of streets to serve local mills and their employees in the many areas. Sufficient thought was not given to an integrated street system.

A vast majority of streets have a deficiency in rights-of-way and road widths. In some instances structures have been built within a few feet of the street, thereby posing serious problems should street widening be necessary. Arterial roads in a north-south and an east-west direction are desperately needed to serve intra-city traffic.

The central business district lacks a loop street around its perimeter and consequently carries a heavy burden of traffic on Main Street, or the heart of downtown. This compounds the traffic congestion caused by on-street parking and the railroad crossing which bisects the central business district.

A lack of service or frontage roads exist along major thoroughfares and this fails to provide proper access and egress to adjoining property. Name signs on streets are uniformly insufficient in height and easily obscured by both moving and parked vehicles. In many cases the names are partially or wholly obliterated and some streets lack signs entirely. Deadend streets exist and this is not only an impediment to good circulation but also is a hazard to life and property.

The Southern Railroad traverses the width of the city and bisects the CBD. From a point just east of the CBD, the Piedmont Northern Railroad runs in a north-south direction through the planning area. Failure to provide overpasses or underpasses along these routes has created a number of traffic conflict points. The grade crossing bisecting the CBD acts as a deterrent to business in this area and is unsightly from an aesthetic viewpoint.

Too often pedestrians are neglected in discussions of transportation when in reality they are an integral part of the problem. The great majority of the streets within the corporate limits are not complemented with sidewalks. A definite traffic hazard is established through failure to construct adequate walkways within a city. It is especially dangerous for children walking to and from school. A situation is often created where trespass of private property is required to reach a desired destination on foot. Map 6 reveals the dearth of sidewalks within the city.

Included under the category of non-vehicular transportation are such land uses as rights-of-way or easements for the transmission of electricity, gas, water, telephone, sewerage, and substations of all types. In some instances, these areas were incorporated in the acreage of the land use where they were located. Some were shown under vacant land where no other category of land use was present. This was necessary since figures were not available for rights-of-way and easements.

One of the land uses considered non-vehicular transportation is automobile parking. This category has been confined to city-owned parking lots and in all other instances parking has been included with the primary land use. There are two city-owned metered parking lots. They have approximately 75 spaces and are confined to the CBD. In addition, there is one free parking lot sponsored by the downtown merchants.

B e i m o n i
North Carolina

SIDEWALKS



A bus depot, a taxi stand and the Southern Railway station comprise an insignificant acreage in the CBD. Approximately two acres comprise all the aforementioned non-vehicular transportation land uses, excluding rights-of-way and easements.

Another non-vehicular transportation land use is communication facilities. These include the local radio station WCGC, which covers approximately four acres in Study Area 5 and the telephone and telegraph facilities located in the CBD which occupy roughly one-half acre.

Utilities

Water

Utilities in Belmont are somewhat inadequate and out of date by today's standards and needs. Water is furnished to the Belmont planning area by a corporation sponsored by the large textile mills in the area. This corporation is known as Belmont Converter and they own the filtration plant covering approximately one and one-half acres which is located in Area 6 adjacent to Riverside Drive. The city purchases water at a price comparable to what it would cost for them to filter the water. Distribution facilities are owned by the city for all water service lines except those furnishing the mills who are stockholders in Belmont Converter Corporation. Catawba River is the source of water and the filtration plant has a capacity of 5,000,000 gallons per day. Water is also supplied to customers outside the corporate limits. The policy on extension outside the city is to require the land developer to pay for installation of lines and then deed them to the city. Cost of water to these areas is 50 per cent higher than to city residents.

A few sections in the planning area are not on city water. These outlying areas are served by private wells* or semi-private wells** (shown on an overlay of Map 7).

The existing water system of Belmont is very confusing. Maps showing the path of water lines installed by the mills and those subsequently laid by the city are not available, and this information is probably lost. In some instances, city water lines parallel mill lines to serve areas just beyond mill property. It will take a comprehensive study of the water system by engineers to coordinate both systems and a complete mapping program to determine city-owned and mill-owned facilities.

*A well serving one dwelling unit.

**Two or more taps on it. Semi-private wells having ten or more taps are tested every thirty days by State Health Dept.

The filtration plant was built about fifty years ago. In 1954, Pitometer Associates conducted an engineering study of the water and well systems. As a result of this study an additional 2,000,000 gallon capacity was added to the filtration plant in 1964. The present service load is 1,000,000 gallons per day for domestic consumption and 2,000,000 gallons per day for industry.

The City has two elevated tanks with a capacity of 500,000 gallons each. One is located in Study Area 4 behind Belmont Central School and the other is in the northern section of Area 1. A pumping station is located off Catawba Street in Area 2 in conjunction with the filtration plant.

During the calendar year of 1964 a total of 366,147,000 gallons of water was pumped. The peak period during the year was May and June when the monthly average was exceeded by approximately 3,000,000 gallons. The peak day of the week is Monday when the daily average of 1,000,000 gallons per day is exceeded by 50,000 gallons. The National Board of Fire Underwriters specifies a capacity of 3,600,000 gallons per day as required fire flow for a city of 6,000 population. Belmont has a capacity of 5,000,000 gallons per day or considerably over the minimum requirements.

There should be no inadequacy in water supplies over the next twenty years for the city since population projections indicate a loss of population. Even if the fringe area increases in population there is no indication that it will exceed the present water capacity.

Sanitary Sewage Systems

There is no sewage treatment plant presently in Belmont. Industrial waste and raw sewage from the city are disposed of in the Catawba River. Map 8 shows the existing sewerage system of Belmont and the locations of the five pumping stations within the planning area.

According to Gaston County Health Department, there are several areas within the planning area still using privies. This is a potential health hazard to the entire planning area and as such should be watched very closely. These areas should be the first to go on the sewerage system.

Early in 1965 an engineering study of the sewerage system was completed by Piatt and Davis Associates of Durham, North Carolina. The severe pollution of the Catawba River prompted them to recommend the construction of a sewage treatment plant.

The filtration plant was built about fifty years ago. In 1954, Pitometer Associates conducted an engineering study of the water and well systems. As a result of this study an additional 2,000,000 gallon capacity was added to the filtration plant in 1964. The present service load is 1,000,000 gallons per day for domestic consumption and 2,000,000 gallons per day for industry.

The City has two elevated tanks with a capacity of 500,000 gallons each. One is located in Study Area 4 behind Belmont Central School and the other is in the northern section of Area 1. A pumping station is located off Catawba Street in Area 2 in conjunction with the filtration plant.

During the calendar year of 1964 a total of 366,147,000 gallons of water was pumped. The peak period during the year was May and June when the monthly average was exceeded by approximately 3,000,000 gallons. The peak day of the week is Monday when the daily average of 1,000,000 gallons per day is exceeded by 50,000 gallons. The National Board of Fire Underwriters specifies a capacity of 3,600,000 gallons per day as required fire flow for a city of 6,000 population. Belmont has a capacity of 5,000,000 gallons per day or considerably over the minimum requirements.

There should be no inadequacy in water supplies over the next twenty years for the city since population projections indicate a loss of population. Even if the fringe area increases in population there is no indication that it will exceed the present water capacity.

Sanitary Sewage Systems

There is no sewage treatment plant presently in Belmont. Industrial waste and raw sewage from the city are disposed of in the Catawba River. Map 8 shows the existing sewerage system of Belmont and the locations of the five pumping stations within the planning area.

According to Gaston County Health Department, there are several areas within the planning area still using privies. This is a potential health hazard to the entire planning area and as such should be watched very closely. These areas should be the first to go on the sewerage system.

Early in 1965 an engineering study of the sewerage system was completed by Piatt and Davis Associates of Durham, North Carolina. The severe pollution of the Catawba River prompted them to recommend the construction of a sewage treatment plant.






EXISTING WATER SYSTEM Generalized

WATER WELL AREAS



LEGEND

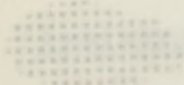
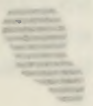
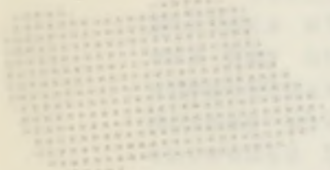
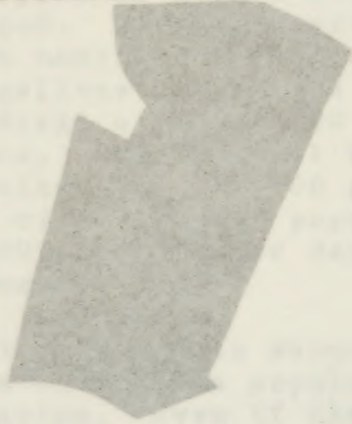
WELL AREAS

-  PRIVATE
-  SEMI-PRIVATE
-  PRIVATE & SEMI-PRIVATE
-  10 OR MORE TAPS
-  ALL 3 TYPES

WATER WELL AREAS

years ago. In
ing study of
study an
the filtra-
1,000,000

Not Finished



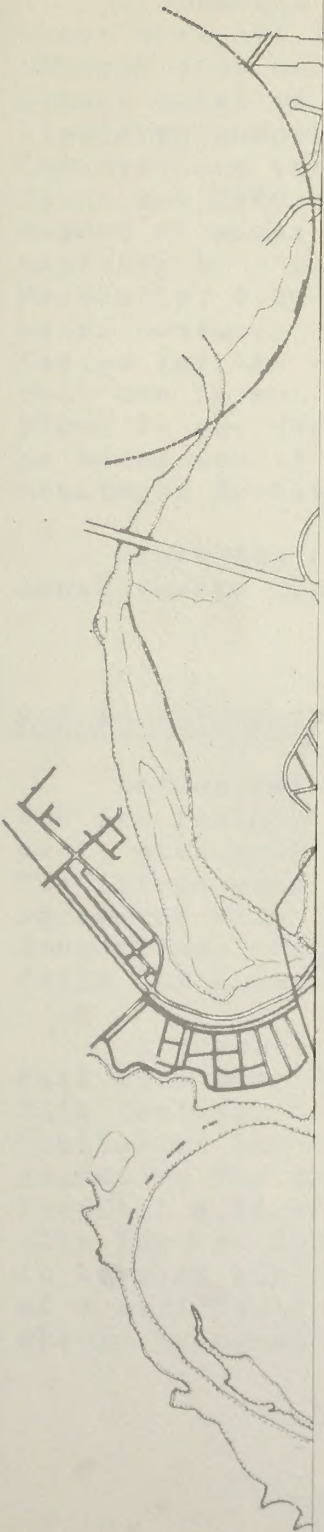
LEGEND

There is no design for areas of land presently
industrial waste and...
in the...
system of...
within the plan...

According to...
several areas...
This is a...
not to each...
should be...

Early...
was completed...
facilities. The...
then is...
the...
the...





RECEIVED 1914

1914

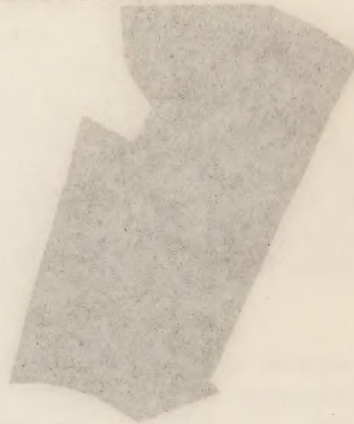
1914

REPRODUCED

WATER WELL AREAS

years ago. In
a study of
study an
the filtra-
and and

Not Finished



EXISTING WATER SYSTEM

Belmont
North Carolina

2160' 0 2160'
Scale in Feet
2"



LEGEND

OWNED BY CITY

- 12" LINES
- - - 8" LINES
- 6" LINES
- 3" & SMALLER LINES
- 8" FIRE LINES OWNED BY MILLS
- FILTER PLANT
- WATER TANKS





On June 8, 1965, a \$1,000,000 bond issue was approved for construction of a sewage treatment plant. It will have a capacity to treat 4,000,000 gallons per day. Tentative plans are to have the plant operational by the Spring of 1967.

A sewerage discharge analysis reveals that during 1965 there were 342,285,000 gallons deposited into the system through city use and 459,504,000 gallons by industry, or an annual total of 801,789,000 gallons. The average daily sewage discharge amounts to approximately 2,000,000 gallons for industry and roughly 1,000,000 gallons per day by the city. Since sanitary sewers will generally not exceed in flow the amount of water supplied, there appears to be sufficient capacity in a sewage treatment plant of 4,000,000 gallons. Presently, 3,000,000 gallons per day is the overall daily water consumption, thus reserving a 1,000,000 gallon safety factor for the sewage treatment plant. The major problem that can be anticipated with the proposed sewage treatment plant is the deposition of various industrial dyes. It may be necessary to pre-treat this type of waste or provide special treatment facilities at the sewage plant.

Residents outside the city are charged one dollar per month sewage charge and inside the city there is no assessment.

Refuse Collection and Disposal

Refuse collection and disposal is provided by the city for its residents. Residential service is provided twice a week, with commercial and industrial service on a daily basis. The fringe area is served by a private company on a contract agreement with individual residents, commercial firms, and industries. Pickups are weekly for residential areas and daily for commerce and industry.

At present the City of Belmont is using a forty-acre land fill site near McAdenville which is owned by Gaston County. This facility is utilized at no cost to the City. Mr. Rhyne, Sanitarian for the Gaston County Health Department and representative for the Belmont area, estimated that the present landfill will be inadequate in another year. Another landfill site for the County is being considered for future use but it is another six miles removed from Belmont. The possibilities of a municipally operated landfill or an incinerator plant should be considered.

SERVICES

Personal Services

Within the total planning area there are 25.32 acres devoted to personal services. The city has 20.99 acres and the outer fringe only 4.33 acres. Since the outer fringe is so sparsely populated it cannot presently support any appreciable amount of these services. It can be expected that as population increases and the density grows, more personal service establishments will migrate to the outer fringe. Area 4 appears to have a disproportionate amount of personal service acreage but this is because a city-owned cemetery is located there. The great majority of the 14.60 acres comprise the cemetery.

Professional Services

Professional services comprise one acre of the total planning area. All of this acreage is confined to the city and .48 acres of this total are in the CBD. This type of services is normally attracted to the most populous section of any area since office rental space is more readily available and clients are within easy reach of the services. Other factors are shorter distances to travel and better transportation for customers. As the outer fringe becomes more heavily populated, it can be expected that some professional services will follow the shift in growth.

Business Services

Business services occupy 10.14 acres of the total planning area. The city has 4.52 acres and the fringe area 5.62 acres. Area 5 has the greatest amount of acreage in this category primarily because a number of repair shop establishments are located in the strip commercial area along Wilkinson Boulevard.

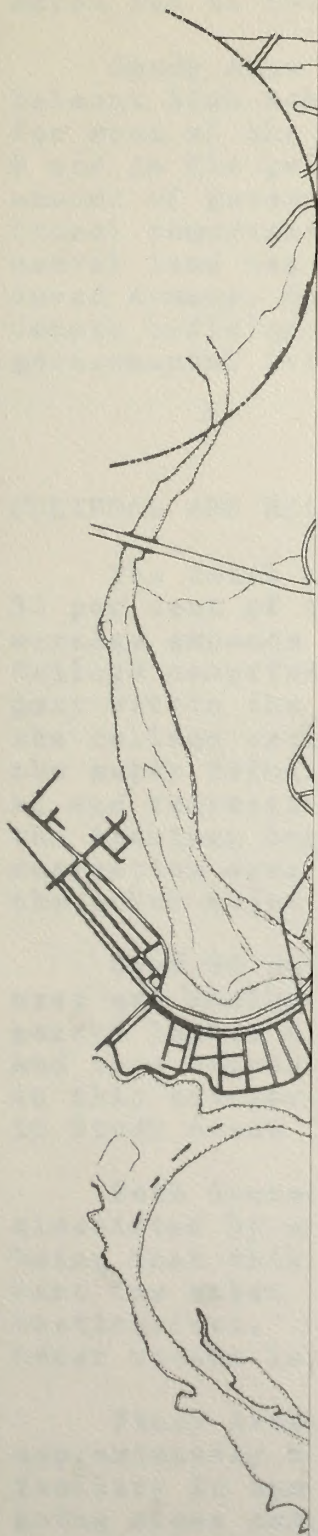
Since warehousing not connected with the primary business normally constitutes a large portion of this type of land use it can be expected that the total acreage would be low in Belmont. Most textile manufacturing plants have their own warehouses and since Belmont has few other industries, the acreage for warehousing is abnormally low.

EXISTING AIRCRAFT SYSTEM

1278136

1278136

1278136



SERVICES

Personal Services

Within the total planning area there are 25.32 acres devoted to personal services. The city has 20.99 acres and the outer fringe only 4.33 acres. Since the outer fringe is so sparsely populated it cannot presently support any appreciable amount of these services. It can be expected that as population increases and the density grows, more personal service establishments will migrate to the outer fringe. Area 4 appears to have a disproportionate amount of personal service acreage but this is because a city-owned cemetery is located there. The great majority of the 14.60 acres comprise the cemetery.

Professional Services

Professional services comprise one acre of the total planning area. All of this acreage is confined to the city and .48 acres of this total are in the CBD. This type of services is normally attracted to the most populous section of any area since office rental space is more readily available and clients are within easy reach of the services. Other factors are shorter distances to travel and better transportation for customers. As the outer fringe becomes more heavily populated, it can be expected that some professional services will follow the shift in growth.

Business Services

Business services occupy 10.14 acres of the total planning area. The city has 4.52 acres and the fringe area 5.62 acres. Area 5 has the greatest amount of acreage in this category primarily because a number of repair shop establishments are located in the strip commercial area along Wilkinson Boulevard.

Since warehousing not connected with the primary business normally constitutes a large portion of this type of land use it can be expected that the total acreage would be low in Belmont. Most textile manufacturing plants have their own warehouses and since Belmont has few other industries, the acreage for warehousing is abnormally low.

EXISTING SEWERAGE SYSTEM

ACME MILL VILLAGE WASTE
DISCHARGES INTO THIS OUTFALL

Belmont
North Carolina

2160' 0 2160'

Scale In Feet



LEGEND

- EXISTING SEWER LINES
- EXISTING FORCE MAINS
- PROPOSED OUTFALL
- PUMP STATIONS
- PROPOSED TREATMENT PLANT



Governmental Services

The total acreage for governmental services within the planning area is 46.82 acres. Inside the city there are 19.22 acres and in the outer perimeter 27.60 acres.

Study Area 8 in the outer perimeter encompasses the new Belmont High School, opened in September, 1965, and accounts for most of the acreage devoted to this land use both in Area 8 and in the perimeter area. Study Area 4 has the greatest amount of governmental land use in the city. Belmont Central School comprises all of this acreage. The remaining governmental land use encompasses County public schools, the National Guard Armory, North Carolina Forestry Service, and City and County buildings. Map 9 shows locations and acreages for governmental facilities.

CULTURAL AND RECREATIONAL

The total acreage for this category is 866.03 acres, or 35 per cent of the total developed acreage. Only residential acreage exceeds cultural and recreation acreage. Sacred Heart College comprises the vast majority of acreage for this category within the city. Study Areas 1 and 2 encompass most of the college except for a small portion in Area 5 located in the outer fringe. The only other substantial areas of cultural and recreation land uses within the city are Davis Park and the American Legion facilities in Area 4. Stowe Park and a recreation area adjacent to Imperial Mills in Area 3 comprise the other major land uses in this category within the city.

Over 80 per cent of the cultural and recreational land uses are included in Belmont Abbey College. Within the corporate limits Areas 1 and 2 contain a portion of the college and thus account for the disproportionate amount of acreage in this category. The two largest areas of the college are in Study Areas 5 and 6 located in the fringe area.

Both Sacred Heart College and Belmont Abbey College were classified by ownership rather than function, the rationale being that this entire area has little likelihood for development for other than expansion purposes relating to the two institutions. Consequently, these areas were not included under vacant land.

Study Area 5 includes a private golf course which has approximately half the acreage within its confines. The facility is sponsored by several textile mills. The foregoing areas comprise the major land uses in the cultural and

recreation category. Other minor land use acreages include the County library, recreation areas furnished by textile mills, churches, commercial recreation activities and privately sponsored swimming pools.

Particular mention should be made of the fact that there are no city-sponsored recreation facilities. This is regrettable since a planned and supervised recreation program would immensely benefit Belmont. An integration of public and public recreation is always desirable, but to give full reliance to industry for these facilities is not a healthy situation.

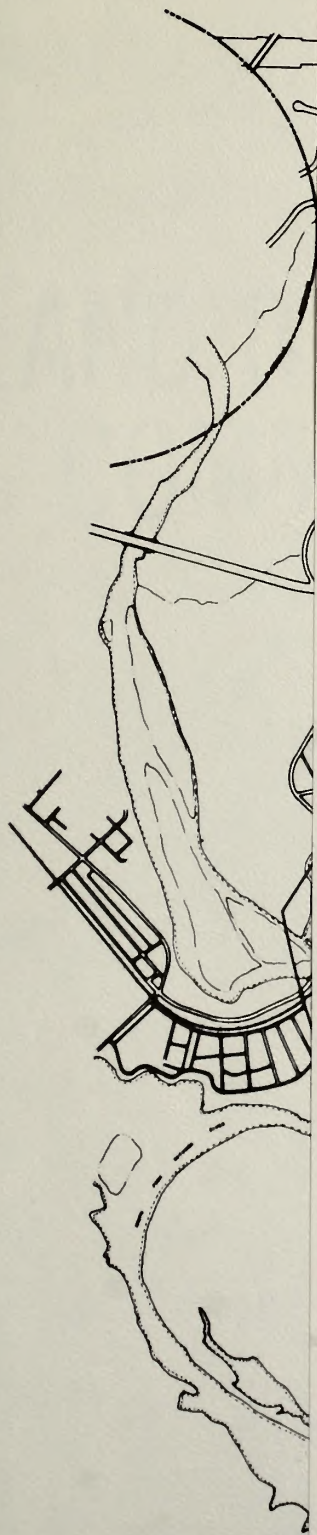
Churches, fraternal orders, and the two colleges in the Belmont area furnish the bulk of the cultural background of the community. Since Charlotte and Gastonia are only ten miles distant, the residents of Belmont can take advantage of extensive cultural facilities in these cities.

CONCLUSIONS

The foundation for a Land Development Plan has now been completed. Existing land use has been measured, located, and evaluated as to physical condition. A relationship has been shown between land, buildings and the people involved.

Many existing problems regarding present land uses and their relationships have been discussed. Solutions to these many problems have been reserved for the Land Development Plan.

A knowledge of the existing inventory of land uses will now make it possible to formulate a land use plan for the development of Belmont during the next twenty years. The second part of this study will concern future land use quantities and relationships whereas the first phase has concerned itself with the present land use alignment.



recreation category. Other minor land use acreages include the County library, recreation areas furnished by textile mills, churches, commercial recreation activities and privately sponsored swimming pools.

Particular mention should be made of the fact that there are no city-sponsored recreation facilities. This is regrettable since a planned and supervised recreation program would immensely benefit Belmont. An integration of public and public recreation is always desirable, but to give full reliance to industry for these facilities is not a healthy situation.

Churches, fraternal orders, and the two colleges in the Belmont area furnish the bulk of the cultural background of the community. Since Charlotte and Gastonia are only ten miles distant, the residents of Belmont can take advantage of extensive cultural facilities in these cities.

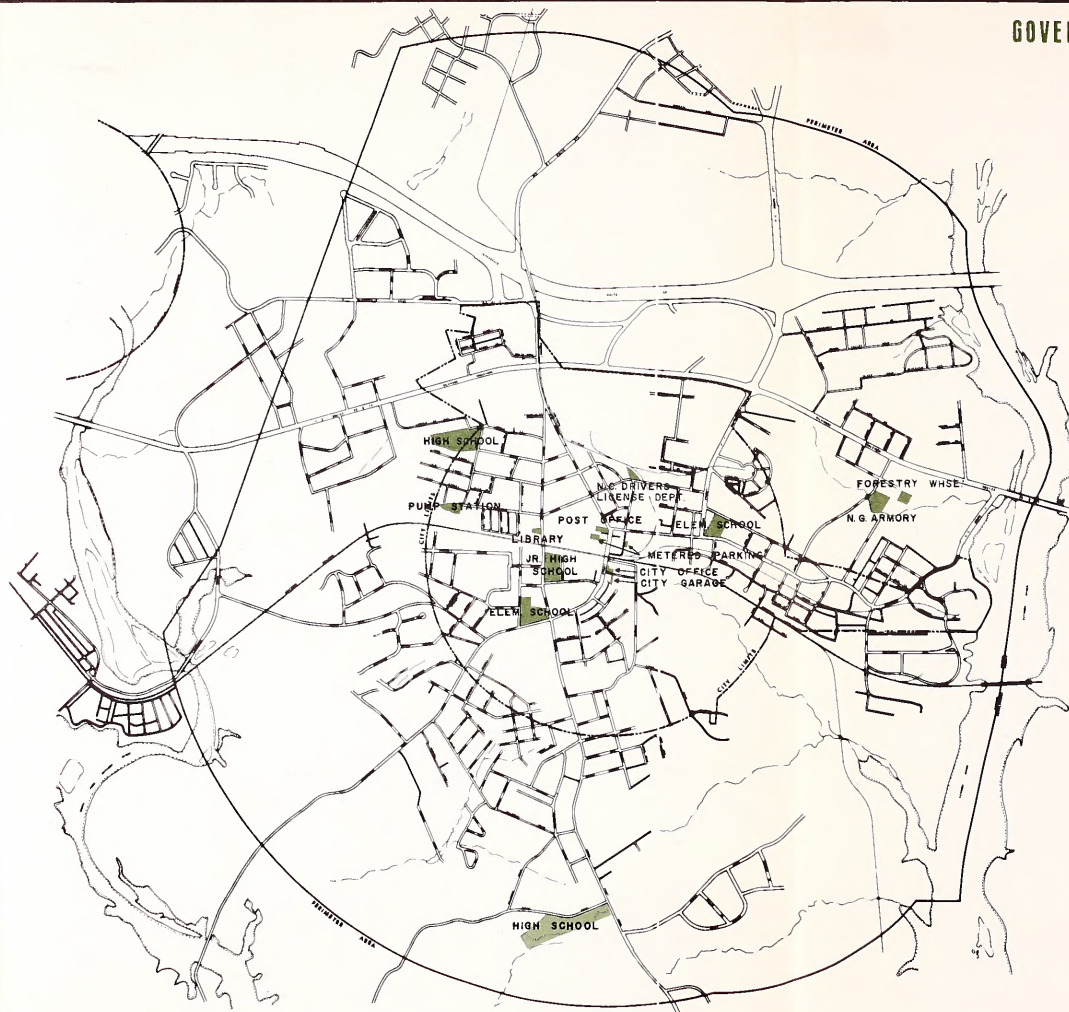
CONCLUSIONS

The foundation for a Land Development Plan has now been completed. Existing land use has been measured, located, and evaluated as to physical condition. A relationship has been shown between land, buildings and the people involved.

Many existing problems regarding present land uses and their relationships have been discussed. Solutions to these many problems have been reserved for the Land Development Plan.

A knowledge of the existing inventory of land uses will now make it possible to formulate a land use plan for the development of Belmont during the next twenty years. The second part of this study will concern future land use quantities and relationships whereas the first phase has concerned itself with the present land use alignment.

GOVERNMENTAL FACILITIES

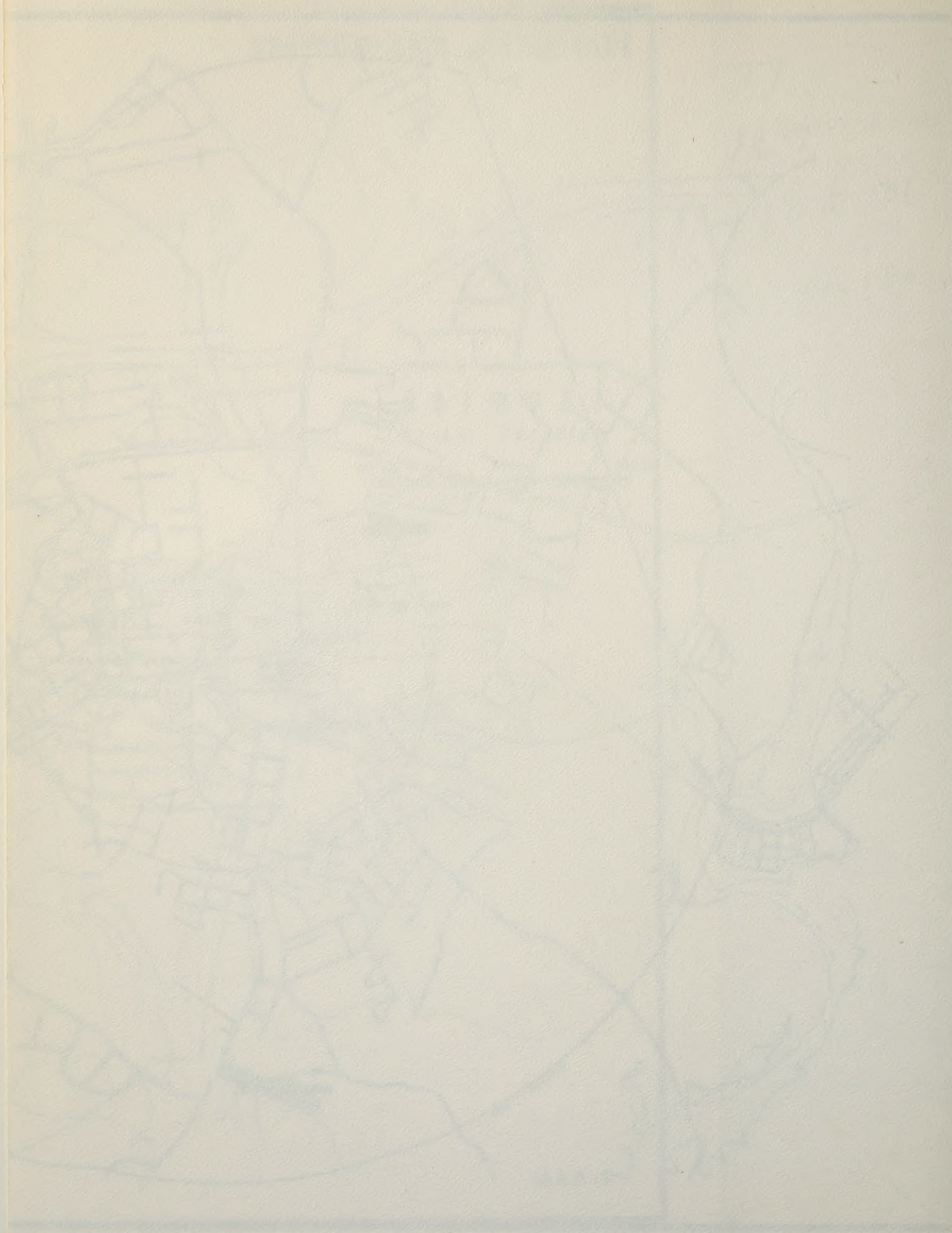


Belmont
North Carolina

2160' 0 2160

Scale in Feet
1" = 100'





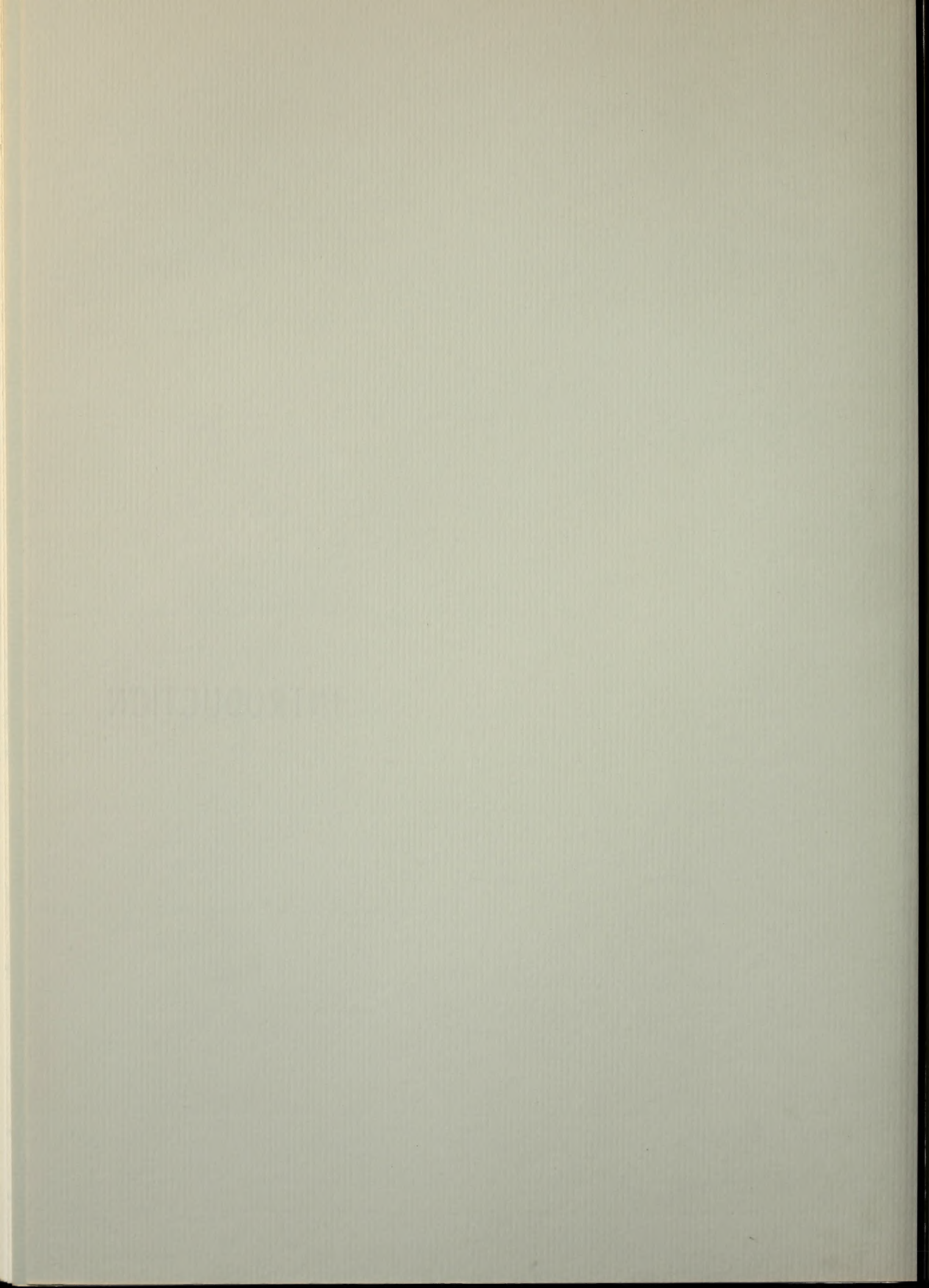
PART TWO: LAND DEVELOPMENT AND COMMUNITY FACILITIES PLAN



PART TWO
AND DEVELOPMENT AND
COMMUNITY FACILITIES
PLAN



INTRODUCTION



INTRODUCTION

The Land Use Survey and Analysis comprising Part I of this report discusses and proportions land use relationships as they exist in Belmont. A Land Development Plan must begin with an inventory of the city as it now exists. From this inventory, the physical characteristics of the city are determined. Some land uses may require change in the Land Development Plan, others retention, but as a composite they must provide the key to a future desirable pattern of land development.

The city is a complex organism involving homes, shops, factories, offices, governmental services, etc. Linking these together is a network of transportation routes, communication channels and community facilities. A dislocation in anyone of these parts of the mechanism affects the whole. Proper arrangement of all the facilities mentioned is the purpose of the Land Development Plan.

The Land Development Plan is a long-range, comprehensive plan, by or for a governmental agency, which forms the basis for the land development policies within a specific area. Our concern is with the area encompassing the corporate limits of Belmont and the fringe area as earlier defined.

There is a tendency to regard the Land Development Plan as merely a guide for the Planning Board in developing the city's future land use pattern and that it requires neither public hearing nor official legislative action. Failure to recognize that the Land Development Plan is a developmental policy statement detracts from the potency of the plan.

Public hearings should be held to explain and discuss the plan, and after thorough discussion by the City Commission it should be adopted as the city's official plan. Any revisions to the plan should also follow the same procedure. It is from this procedure that the implementative tools, such as the zoning ordinance, subdivision regulations and urban renewal will eventually be born.

Three basic elements form the Land Development Plan: the Land Use Plan, the Thoroughfare Plan and the Community Facilities Plan. It is the integration of these elements, supported by documentary evidence, that finally evolves as the Land Development Plan.

OBJECTIVES

The Land Development Plan delineates standards and goals for the community involved, thereby indicating a lively concern for the welfare of all concerned. As the planning process evolves there will have to be reappraisals made as to the original aims, both concerning substance and priority. Expressed below are the considered objectives of the Land Development Plan:

- to so order the city's development that it will promote the health, safety, welfare and convenience of all citizens;
- to create a plan which will be responsible to orderly growth and change;
- to relate the uses of land so that efficient, economical and orderly development will result for residential, commercial and industrial growth;
- to observe the highest standards in housing and community facilities;
- to provide adequate recreational facilities and preserve open space;
- to coordinate the growth of the city with the surrounding areas.

The above objectives will become merely platitudes unless the citizens of Belmont are prepared to expend monies for adequate civic improvements. Economy is a worthy aim but too often it is misinterpreted where civic improvements are concerned. Expenditures for civic purposes must be decided on the basis of need and not costs alone. Too often so-called improvements are inadequate at their inception. Unless restoration and preservation of permanent values within the community remains the purpose of the Land Development Plan, there will be little reward in having it.

CHAPTER VII FUTURE QUALITATIVE LAND USE REQUIREMENTS

CHAPTER IV
THE NEW WORLD

CHAPTER VII

FUTURE QUALITATIVE LAND USE REQUIREMENTS

There are certain qualitative characteristics that each of the different land uses should possess. In other words, what are good qualitative characteristics for residential land uses may not apply to land programmed for industrial or business uses. For the purpose of the Land Development Plan, the land has been categorized according to six classifications. Each will be discussed according to its major needs and qualitative requirements.

RESIDENTIAL

Locational characteristics for this type of land should possess the following attributes:

- should be large enough to maintain its integrity as a residential area, but not too large to seem like a neighborhood;
- topography should have enough slope to give the land character and provide good drainage;
- should have easy accessibility to employment, shopping and cultural activities;
- protection should be afforded to the area from heavy traffic and other incompatible land uses.

COMMERCIAL

Commercial land use in Belmont can be divided into three categories. The central business district is the retail core of the area and also the financial and administrative center. Neighborhood shopping centers and strip commercial development are the other two types of business areas.

Central Business District

- Should provide adequate circulation system for vehicles and pedestrians;
- should provide off-street parking and off-street loading facilities;
- should provide adequate land for green spaces as a means of buffering adjoining incompatible land uses.

Neighborhood Shopping Centers

These centers provide convenience goods such as foods, drugs, and personal services. They serve the immediate neighborhood. The following are additional qualities which neighborhood shopping centers should possess:

- a site of sufficient area to serve the neighborhood and provide off-street parking space;
- access should be readily available by means of major thoroughfares;
- buildings should be grouped so as to operate as one functional unit;
- truck traffic and loading facilities should be separated from customer traffic.

Strip Commercial

This type of commercial activity is usually a variety of commercial enterprises located on major arteries. Sites are often inadequate and are free-standing units not forming an integrated, functional whole. This type of development generally tends to lessen the traffic-carrying capacity of the street upon which it fronts. This type of commercial development should possess the following attributes:

- should provide only those services absolutely essential to the travelling public;
- should be of sufficient size to provide off-street parking and have entrances and exits which do not impede traffic on the major traffic artery;
- clustering of these units is preferable to intermingling them with incompatible uses;
- buffer zones should be provided to protect incompatible land uses.

INDUSTRIAL

Attributes:

- Site should be located on land with a slope of preferably not more than five per cent;
- sites should be easily accessible from plant;
- sites should be easily accessible for plant workers. Locations near major highways are essential; certain types of industries require rail-side location, waterways, or airports, and occasionally a combination of all three services;
- utilities of sufficient capacity are essential;
- off-street loading should be provided so as not to congest traffic in surrounding streets;
- prevailing winds should be considered so that dissipation of smoke and odors can be accomplished with as little inconvenience as possible;
- landscaping and buffer zones should be provided;
- land use should incorporate adequate off-street parking and sufficient allowance for future plant expansion.

CIRCULATION

A brief definition of each type street follows and qualitative features are described.

Local Streets. This category of streets comprises those which are designed only to service the traffic volume for the local area involved. These areas can be either residential, commercial or industrial.

Collector Street. The most important function of collector streets is implied by their name. Land access should be a secondary function of collectors.

Arterials. The first and most important function of arterials is to move traffic and land access should be a secondary function of arterials.

Freeways. High speed roads that are access-free and have grade separation interchanges. Freeways have only one function -- to carry traffic.

The circulation system of Belmont should conform to the following basic principles:

1. Collector, arterial, or freeway-type arteries should follow the boundaries of residential neighborhoods rather than crossing them internally. A minimum distance of one-half mile should separate these traffic ways except in areas of high population density.
2. The circulation system should be coordinated with those of adjoining cities and with the State system of highways.
3. Major thoroughfares carrying opposite flows of traffic should be provided with median strips.
4. Grade separation should be utilized at intersection conflict points.
5. Streets and rights-of-way should conform to the following standards:

	<u>Width</u>	<u>Rights-of-way</u>
Local streets	24-48 feet	50-60 feet
Collector streets	40-48 feet	60-80 feet
Arterial streets	48-60 feet	100-200 feet
Freeways	48-60 feet	150-200 feet

6. Abutting property on major thoroughfares should be provided with directional signs, name signs, and route signs which are plainly visible day and night.
7. Major and secondary roads should be landscaped on both sides whenever possible.

PUBLIC UTILITIES

The qualitative aspects of public utilities change with increasing urbanization. Examples of these changes would be conversion from septic tanks to a sewerage system and from wells to a municipal water system. Four major categories of public utilities will be discussed.

Water Supply

1. Water should be free from bacteriological and other contaminations.
2. It should be clean, colorless, odorless, and pleasant to the taste and contain a moderate amount of soluble mineral substances.
3. Catchment areas and reservoirs should be reserved well in advance of required development.
4. The water distribution system should assure continuity of service for domestic purposes, industrial and fire fighting purposes.

Refuse Disposal

1. Kinds and types of refuse to be collected should determine the type of refuse disposal unit utilized.
2. Careful selection of disposal sites will help in minimizing land use conflicts.

Sanitary and Storm Sewers

1. Sewerage systems should be considered where land is divided into lots of less than one acre.
2. It is desirable to have both sanitary and storm sewers and not a "combined system".
3. Cooperation between governmental jurisdictions is desirable where gravity flow is influenced by the topography of several areas.
4. Storm sewers should be designed so that infrequent storms will not result in flooding.

Electric Power and Gas

1. Along streets that are to be paved it is desirable to install house connections from underground utility lines to the curb before the street is surfaced.
2. Conductors should be placed in underground conduits. Adequate records should be kept of all underground facilities.

SOCIAL AND CULTURAL

Schools

The following minimum site requirements have been recommended by the North Carolina Department of Public Instruction:

Elementary School

Students:	400 or less	Site in Acres:	10
	500-600		12
	800 (max. size)		15
		One-half mile service area	

Secondary School

Students:	400 or less	Site in Acres:	12
	500		14
	600		16
	800		20
	1,200		24
	1,400		28
		Two-mile service area	

Recreation and Open Space

This category covers land which includes playgrounds, playfields, parks and other open spaces. The following concepts should be adhered to in planning recreational areas:

1. The site should be large enough and properly located for efficient operation and maintenance. It should be quiet, clean, safe and protected from strong winds, heavy traffic, and undesirable developments.
2. Sites acquired in developed areas should entail the least demolition of buildings and dislocation of families.
3. Active recreation areas should be separated according to the age groups that will use them and be easily accessible to the public.
4. Recreational facilities should be combined with school facilities to serve as educational and recreational centers of the neighborhoods or groups of neighborhoods.

Public Buildings

This category includes those types of buildings used for the conduct of government and the furnishing of essential public services. These may be constructed and operated by the city, county, state or federal governments, or by a semi-public agency. Some of the qualitative requirements are as follows:

1. Location should be where they function effectively and yet fit into the general plan.
2. Central-type buildings, e.g., city halls, libraries, should be accessible from all parts of the city.
3. The design layout should take into account the future growth of the services furnished, adequate parking, employees facilities, general utilities, public comfort and aesthetic qualities.

This program includes some of the following activities:
The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

The number of students who are enrolled in each class
The number of students who are enrolled in each class
The number of students who are enrolled in each class

CHAPTER VIII FUTURE QUANTITATIVE LAND USE REQUIREMENTS

CHAPTER VII - FUTURE ORIENTATIVE
LAND USE REQUIREMENTS

CHAPTER VIII

FUTURE QUANTITATIVE LAND USE REQUIREMENTS

To estimate the future land use space requirements for the Belmont Planning Area it is necessary to compare the present land use allocation with desired, and in some instances with minimum, standards as prescribed by law. Desired standards generally reflect the aims and ambitions of the community. Standards enacted by law are an outgrowth of the police power which protects the public health, safety and welfare.

Each existing land use category will be equated with the above-described standards and the net result will either show a deficiency or an over-allocation of land. Any additional land area required as a result of population gain or loss is added or subtracted from the land use deficiency and the result is the total acres required over a twenty-year period.

RESIDENTIAL

The projected requirements for residential land during the twenty-year planning period as a result of population growth is predicated on two major principles: first, the projected increase or loss in population for the planning area; and second, the amount of land necessary to satisfy residential needs as a result of this growth or lack of it.

The incorporated area according to the U. S. Census Bureau is expected to have a decrease in population from 5,007 persons in 1960 to 4,174 in 1980, or a net loss of 833 persons. As shown by the U. S. Census Bureau in 1960, the average family size in Belmont was 3.5 persons per family, and the average residential lot size was .27 acres. Should the population projection prove correct there would then be 64 residential acres vacated within the city. The fringe area had 7,231 persons in 1960 and assuming that this area reflects the same County growth rate (14.7 per cent) as shown in 1960, there will be 9,513 persons within the outer-fringe in 1980, or a population gain of 2,282 persons. The average lot size in the outer fringe is .36 acres per structure, and with an additional 652 residential structures required by 1980, there will have to be an additional 234 acres devoted to this category as a result

of population growth. However, 64 acres of re-usable land must be deducted. Thus, the total acreage required for new residences in the planning area by 1980 will be 170 acres to accommodate a total population increase of 1,449 persons, or a total of 414 structures.

Table 13 shows the percentage of substandard housing according to individual study areas.

Study Areas	Total Structures	Number Substandard Structures	Percentage Substandard Structures
1	277	141	50.9
2	583	294	50.4
3	280	150	53.6
4	216	35	16.2
CBD	6	2	33.3
5	451	204	45.2
6	583	217	37.2
7	191	59	30.9
8	439	121	27.6
Total	3,026	1,223	40.4

Source: N. C. Division of Community Planning

North Carolina's General Statute 160-456, Section Q, specifies that when two-thirds of the number of buildings within an area are blighted, such area may be considered blighted and eligible for federal urban renewal funds.

Within each of the study areas there are several sections that have in excess of two-thirds substandard housing. The section of the Land Development Plan describing recommendations for residential areas will designate areas where urban renewal would be most beneficial.

Regardless of whether residential urban renewal projects are instituted or not, there are 1,223 residential structures that will need replacement within the twenty-year planning period. Nearly 46 per cent of the total housing stock within the corporate limits is substandard. This could be taken to mean that a maximum of 350 acres could be re-used for residential purposes. However, as noted elsewhere in this report, it is likely that much of this blighted property will be re-used for industrial purposes. Since the in-city area may experience a loss in population by 1980, there would be 238 less residential structures required, or a total of 64 acres vacated. The total planning area will then show a residential land deficiency of 170 acres.

It should be made clear that although the population projections for the city show a decrease through 1980, there is every indication that imminent annexations will alter these projections. A reasonable assumption can be made that the western half of Study Area 7 will be annexed during the planning period. There are approximately 137 dwelling units in this area, or 480 persons. It can also be assumed that all of Study Area 8, with the exception of a small portion in the north, will be annexed. This area comprises 319 dwelling units or approximately 1,117 persons. A net gain in population within the city would then amount to 456 dwelling units, or 1,597 persons. Since the projected population loss for the next 20 years is 833 persons, it is obvious that a gain in population will be registered within the newly defined corporate limits. An impending Annexation Study will more accurately appraise the city's future population growth through annexation.

TRADE

Retail

Total retail activities within the planning area encompass 42.65 acres. Within the corporate limits there are 22.6 acres and there are 20.0 acres in the fringe area. The central business district, shopping centers and highway commercial districts are the three major subcategories of retail trade and will be considered in that sequence.

Central Business District

Slightly more than 20 per cent of all retail trade is located within the central business district. Retail stores should occupy no more than 50 per cent of their site with the remainder allocated for off-street parking, loading and unloading space, and landscaping.* It can safely be stated that retail trade outlets in the CBD now cover almost their entire sites with buildings. One merchant-sponsored parking lot provides some off-street parking but fails to meet the existing requirements. Therefore, an increase of approximately 4.3 acres is needed to compensate for the present deficiency in these areas.

*LOCAL PLANNING ADMINISTRATION, International City Manager's Association, Third Edition, 1959, p. 136.

Shopping Centers

Shopping centers in the Belmont Planning Area are non-existent. Two strategically located neighborhood shopping centers should be provided for this deficiency. They should have a recommended minimum acreage of ten acres each, or a total acreage of 20.0 acres.* Approximately 16.0 acres would supplant highway commercial uses which would gravitate to these centers. The remaining 4.0 acres would be utilized by an increase of some 400 families in the planning area by 1980.

Highway Commercial

Since highway commercial strip areas will be reduced by 16.0 acres through the construction of two new neighborhood shopping centers, there would then be 22.3 acres remaining of strip commercial. In order to provide adequate service roads, off-street parking, loading and unloading space, and landscaping, there will have to be an increase of 50 per cent in the land allocation for highway business, or 11.6 acres to accommodate the present deficiency.

Wholesale

Wholesale activities comprise an insignificant segment of the local commercial complex. The total acreage for the planning area is 4.0 acres. No present deficiency exists in this category. Population growth by 1980 will require approximately one acre.

Manufacturing

Land use acreage for manufacturing is presently 84.3 acres for the planning area, or 3.2 per cent of the total developed area.

It is recommended that for most industrial sites, less than one-half of the land area should be used for buildings.* From observation it is a safe assumption to figure that approximately 75 per cent of industrial sites are occupied by structures within the planning area. Using the above formula there would be a present deficiency of 21.1 acres. To accommodate the projected population increase another 11.5 acres will be required, or a total of 32.6 acres.

*Ibid.

The projected land requirements for industry will provide sufficient area for off-street parking. Additional off-street parking should serve employees, customers, and others needed to serve the plant. This should avoid costly delays and other inconveniences resulting from inadequate parking facilities. Also included is ample land for off-street loading and unloading areas, which should provide room for maneuvering trucks and thereby reduce street congestion. Land for future expansion has been included, as well as an appropriate reservation for landscaping.

TRANSPORTATION AND UTILITIES

Transportation

Total acreage for transportation and utilities within the planning area is 581.9 acres. Roads comprise 459.0 acres, or 79 per cent of this total, and 17.5 per cent of the total developed area. They should occupy roughly 22 per cent of the total developed land in urban areas. Using this criterion there would then be a present deficiency of approximately 195.0 acres. Another 42.0 acres will be required for future population growth, thus making a total of 237.0 acres necessary for roads. The abnormally large present land deficiency for roads results from insufficient rights-of-way or a total absence of them. There is nothing to indicate that present railroad facilities are inadequate.

Utilities

The City of Belmont is presently negotiating for the purchase of 18.1 acres as a site for the newly approved sewage treatment plant. It is located just south of the Southern Railroad bordering the Catawba River. Therefore, 18.1 acres will be reserved for this present deficiency.

As indicated in Part I of this study, the one-and-one-half acre site presently owned by Belmont Converter Corporation should serve adequately the planning area over the next 20 years.

Since the present County landfill site utilized by Belmont will be inadequate within a year, several prospective sites should be investigated for either a new landfill or incinerator site. Marginal land near the city can be utilized should it prove too expensive to transport refuse to a more remote county-owned site. A site of 10 acres would be adequate for either a landfill or incinerator plant.

SERVICES

Governmental

Governmental services occupy 46.8 acres within the planning area. The corporate limits encompass 19.2 acres and the outer fringe 27.6 acres.

This category will be considered in two phases. First, those areas comprising the municipal offices, fire and police departments and maintenance garage will be discussed. All of these facilities together do not comprise more than two acres. Inadequate off-street parking prevails around these buildings and they are devoid of any amenities. A grouping of these facilities would not only remove them from the presently congested area but it would afford better liason between the police and fire departments. Sufficient space is already available to accommodate the City Jail which presently is located to the rear of a functionally poor building housing the police department. A grouping of these structures would require a minimum of 12 acres to compensate for the deficiencies noted above. Since two acres would be re-usable there would then be a deficiency of 10 acres for the structures.

Projected population gains for the planning area by 1980 would require a fire station in the outer fringe. A minimum of four acres should be provided for this facility.

The second phase of governmental services will be concerned with schools which comprise the majority of acreage in this category. Each school within the area will be equated with desirable school standards to determine the adequacy of land to be utilized for this purpose. Table 14 indicates the present school enrollments and acreages. These figures are then compared to desired acreages based on projected enrollment figures for 1980.

The present existing deficiency for schools is 47.7 acres and required acreage for population growth by 1980 is 4.8 acres, or a net total requirement of 52.5 acres will be required.

Desirable standards for schools are those established by the National Council on Schoolhouse Construction. They are as follows:

Elementary Schools	5 acre site minimum
	1 acre per 100 students enrolled
Junior High Schools ...	20 acre minimum site
	1 acre per 100 students enrolled
Senior High Schools ...	30 acre minimum site
	1 acre per 100 students enrolled

The above standards include recreational facilities which adjoin the schools. These figures are not included in the cultural and recreation classification.

A total of 14 acres will be required for municipal offices, fire and police stations, City Jail and a maintenance garage. Including schools, governmental services will require a total of 66.5 acres by 1980.

TABLE 14 ACREAGE REQUIRED FOR SCHOOL SITES BY 1980

Name	Present Enroll.	Proj. Enroll. by 1980	Present Site Acreage	Exist. Def.	Acreage for Growth	Total Acreage Required by 1980
Belmont Sr. High	695	995	27.0	9.9	3.0	12.9
Belmont Jr. High	782	808	4.5	23.3	.8	24.1
Belmont Central Elementary	711	793	4.5	7.6	.8	8.4
East Belmont Elementary	443	468	2.5	6.9	.2	7.1
Leid Union Elementary & High	722	500	10.0	None	None	None
	3,353	3,564	48.5	47.7	4.8	52.5

Will be converted to elementary school only.

Source: N. C. Division of Community Planning

Personal Services

The great majority of future requirements in this category will undoubtedly be furnished by the proposed shopping centers. Consequently, any required acreage for either present or future deficiencies would be infinitesimal. However, approximately three acres have been allowed for future expansion of the city-owned cemetery located off South Main Street.

Professional Services

Professional services within the planning area encompass one acre within the city. Services of this type generally gravitate toward the most densely population areas and have a proclivity for the CBD since office space is usually available there.

There has been a trend in recent years for professional offices to locate in multi-unit structures which accommodate members of similar professions. More acreage is required for these types of units since they usually are one-story buildings with off-street parking and landscaping. This trend has shown no evidence of abatement, so it is a safe assumption that a minimum of 50 per cent of the present professional offices will move to the new type quarters described above.

No evidence appears in the Belmont planning area to indicate any present deficiency in professional services. However, the projected increase in population by 1980 will require about two more acres for professional services and a similar amount for off-street parking. The total acreage requirements for this category by 1980 will be approximately four acres.

Business Services

Business services tend to be strongly affected by trends in industrial and commercial enterprises. Therefore, present acreage deficiencies and future land requirements will be assessed according to those two factors.

The planning area has a total of 10.1 acres in this category. Within the city there are 4.5 acres and the fringe area has 5.6 acres. Most of the new business service establishments have located in the outer fringe, since larger and more plentiful sites were available in this area at lower cost. Larger sites make it possible to provide more land for off-street parking, loading and unloading areas and landscaping.

A minimum of 50 per cent more acreage should be allocated for present deficiencies in this category. The additional land allotment will appropriate sufficient land for the above-mentioned facilities, in addition to space for expansion. Using this formula there is presently a land deficiency of 5.7 acres.

A projected population gain of approximately 1,450 persons within the planning area by 1980 would require some four additional acres based on present standards. Since another two acres would be needed in conformance with desired standards, there would then be an additional six acres required because of projected population growth. Therefore, a total of 11.7 acres will be required by 1980.

CULTURAL AND RECREATION

Total acreage for this land use category is 866.0 acres. This figure includes the acreage owned by Belmont Abbey College and Sacred Heart College. As previously noted, these two areas were included in this category based on ownership as much as by function. As a practical matter, these acreages should not count as cultural since their benefits to the Belmont area residents come only as an ancillary function of the colleges.

The total cultural and recreation area as a result of the previously described deductions amounts to 132.6 acres. Belmont Abbey College comprises 606.5 acres and Sacred Heart College 106.8.

Cultural

Acreage for this category consists of 29 acres comprising churches and one acre encompassing the Belmont Public Library. Some expansion of the library site may be necessary for future requirements but there appears to be no deficiency of cultural facilities at present. Charlotte and Gastonia provide most of these on a regional basis.

Recreation

Overall acreage for recreation within the planning area totals 102.6 acres. The generally accepted standards for the total amount of public open space required in a city has in the past been one acre for every 100 people. With a present population of 12,238 persons within the planning area there

should be 122.3 acres devoted to recreation and other open space requirements. Consequently, there presently exists a 19.7-acre deficiency. The projected population for 1980 is 13,687, thus another 14.5 acres will be needed for this purpose, or a net total of 34.2 acres.

Table 15 indicates the present land use deficiencies for each of the functional land use categories and shows the required acreage to satisfy the population growth by 1980.

TABLE 15 SUMMARY OF ADDITIONAL ACREAGE REQUIREMENTS
BY 1980

Land Use Category	For Growth	For Deficiencies	Total Acres Required
Residential	170.0	None	170.0
Trade	20.0	15.9	35.9
Manufacturing	12.5	21.1	33.6
Transportation and Utilities	52.0	134.5	186.5
Services	18.8	66.4	85.2
Cultural and Recreation	14.5	19.7	34.2
Total	287.8	257.6	545.4

Source: N. C. Division of Community Planning

CHAPTER IX LAND DEVELOPMENT PLAN

CHAPTER IX. LAND DEVELOPMENT.

CHAPTER IX

LAND DEVELOPMENT PLAN

The foregoing material in this report has concerned itself with land use relationships as they now exist; residential structural conditions, desirable qualitative standards for each functional land use and finally the desired space requirements necessary to fulfill the qualitative standards. There have been repeated references to general problems within the Belmont planning area. These general problems will now be considered in detail. Some possible solutions and recommendations will be offered which, hopefully, will guide the development of Belmont during the ensuing twenty years.

The various functional land uses will be considered under their broad categorical divisions and then related from their present form to a redeveloped or expanded form. A foremost consideration in utilizing the Land Development Plan is that it only portrays land use relationships of a general character. A great amount of flexibility is allowed for the positioning of new land uses. Some deviations from the Land Development Plan will probably be necessary but the overall concept must be retained to maintain its effectiveness.

A need for a zoning ordinance, subdivision regulations, building codes and minimum housing code has been alluded to in the previous pages of this report. It is through these instruments and others not previously mentioned that the fulfillment of the plan will result. The total plan as adopted will be a policy statement by the civic leaders of Belmont reflecting their conception of the city twenty years hence.

RESIDENTIAL

The existence of employee housing surrounding the mills and owned by individual industries has been considered in the plan for residential neighborhoods. It is safe to assume that much of the land will be used for expansion of the existing mills rather than the development of additional housing units or residential neighborhoods. The geographical location of the town poses another problem. Natural barriers, the Catawba River on the east and the South Fork-Catawba River on the west, plus the town of McAdenville on the northwest, further limit residential development in these directions. The man-made barriers of Wilkinson Boulevard and Interstate 85 on the north, and the privately owned Belmont Abbey College and Sacred Heart College (which occupy the majority of land on this side of town) limit residential development in this area. With no other direction in which to grow, the plans for the future are focused on the southern section. The Land Development Plan uses these barriers in delineating four neighborhoods around which future plans are based.

NEIGHBORHOOD I, on the northwest side of the city, is bounded on the north by Interstate 85, on the east by Piedmont Northern Railroad and North Central Avenue, on the south by the Southern Railroad, and on the west by the one-mile perimeter line.

NEIGHBORHOOD II, on the northeast side of the city, is bounded on the north by Interstate 85, on the west by Piedmont Northern Railroad and North Central Avenue, on the east by the Catawba River and on the south by the Southern Railroad.

NEIGHBORHOOD III, on the southeast side of the city, is bounded on the north by the Southern Railroad, on the east by the Catawba River, on the south by the one-mile perimeter line and on the west by South Central Avenue.

NEIGHBORHOOD IV, on the southwest side of the city, is bounded on the north by the Southern Railroad, on the east by South Central Avenue, on the south by the one-mile perimeter line and on the west by the one-mile perimeter line and the South Fork-Catawba River.

Since much of the Belmont planning area has already been urbanized it was necessary to plan the overall area with some inherent deficiencies. Existing major roads bisect the neighborhoods in some instances, but to eliminate these thoroughfares would impose an unbearable financial burden on the community. The Land Development Plan utilizes the preliminary Sketch Thoroughfare Plan prepared by the North Carolina Highway Commission. Elementary schools were used as focal points of the four neighborhoods.

Each neighborhood has approximately 25 per cent of its residential area planned for medium density, or four dwelling units per acre. The remaining 75 per cent will be allocated for low-density, or two dwelling units per acre. Three of the medium density areas are largely within the present city limits. The remaining area is in the northeast portion of the outer fringe. Most of the residential area in the outer fringe will be devoted to low density because the tendency has been to purchase larger tracts of land for residences where ample land is available and prices are lower. The one exception to this pattern is in the northeast section of the planning area where two trailer parks exist. There are 54 trailer placements in one and six in the other. This area is bounded by Belmont Abbey on the north and west, Wilkinson Boulevard on the south and the Catawba River on the east. There are only about 180 acres within these boundaries and the presence of the small areas required for trailer parks made it necessary to plan the area for medium density housing. The other three medium density housing areas are in the highly developed areas in the city where lot sizes are considerably smaller than in the outer fringe. It was imperative that these areas be developed for medium density housing since deficiencies in other types of land uses exist. A medium density for housing will provide the required acreage for correcting the aforementioned deficiencies.

Approximately 1,223 housing units of a total 3,026 are presently classified as substandard. In each of the newly planned neighborhoods there are several areas which could be given the designation of redevelopment areas. However, only two neighborhoods are severely blighted. One is located in Neighborhood II and involves 43 structures, of which five are two-family dwellings for a total of 48 housing units. The area is bounded by East Woodrow Avenue on the north, Catawba Street on the south, Chronicle Street on the west and Park Street on the east. This strip of land is owned by Climax Spinning Mill and it is very doubtful that it could be redeveloped for residential use. It will more than likely be used for industrial expansion.

A firm proposal for redevelopment is made for the area in Neighborhood IV marked by Johnson Street, Ewing Drive, East Avenue and the city limits. There are 59 substandard structures in this area, including three two-family structures, or a total of 62 housing units.

Sufficient vacant land exists in the northeast section of the planning area to allow for the relocation of the families in these redevelopment areas. A replacement of 110 substandard housing units, with a like number of standard units, would reduce the substandard housing percentage to 36.6 per cent as compared to the present 38.8 per cent. This is somewhat better than the substandard average of 44.0 per cent for the State of North Carolina but considerably worse than the 30 per cent for the region and 23 per cent for the nation.

Map 10 indicates the proposed neighborhoods in the Residential Land Development Plan for Belmont by use of an overlay.

A firm proposal for redevelopment is made for the area in Neighborhood IV marked by Johnson Street, Ewing Drive, East Avenue and the city limits. There are 59 substandard structures in this area, including three two-family structures, or a total of 62 housing units.

Sufficient vacant land exists in the northeast section of the planning area to allow for the relocation of the families in these redevelopment areas. A replacement of 110 substandard housing units, with a like number of standard units, would reduce the substandard housing percentage to 36.6 per cent as compared to the present 38.8 per cent. This is somewhat better than the substandard average of 44.0 per cent for the State of North Carolina but considerably worse than the 30 per cent for the region and 23 per cent for the nation.

Map 10 indicates the proposed neighborhoods in the Residential Land Development Plan for Belmont by use of an overlay.

LAND DEVELOPMENT AND SKETCH THOROUGHFARE PLAN

BOIMONT
MAPS CATALOG

2160' 0' 2160'

Scale in Feet



LEGEND

NEIGHBORHOOD BOUNDARIES
ES ELEM. SCHOOL

EXISTING

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

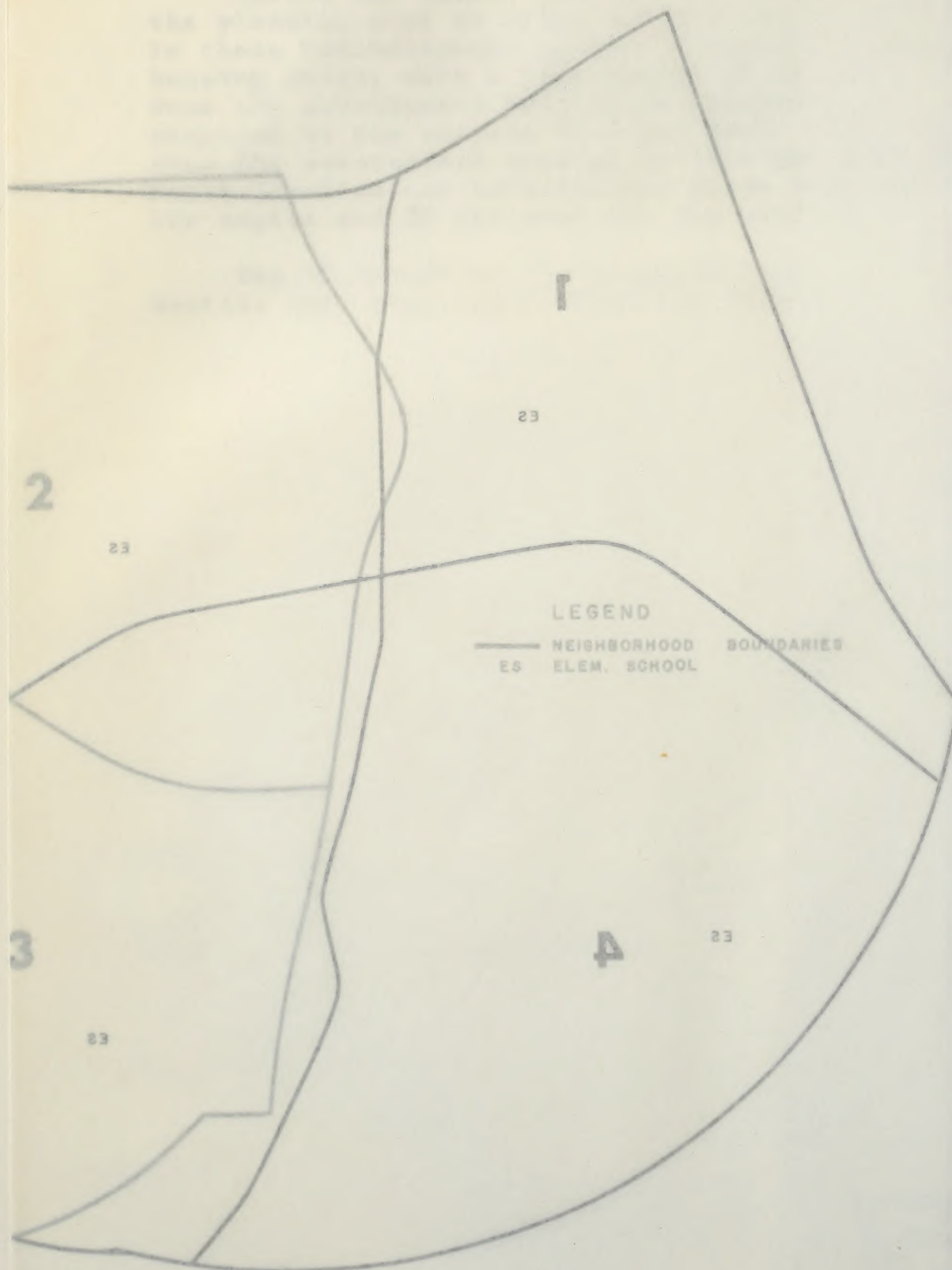
PROPOSED

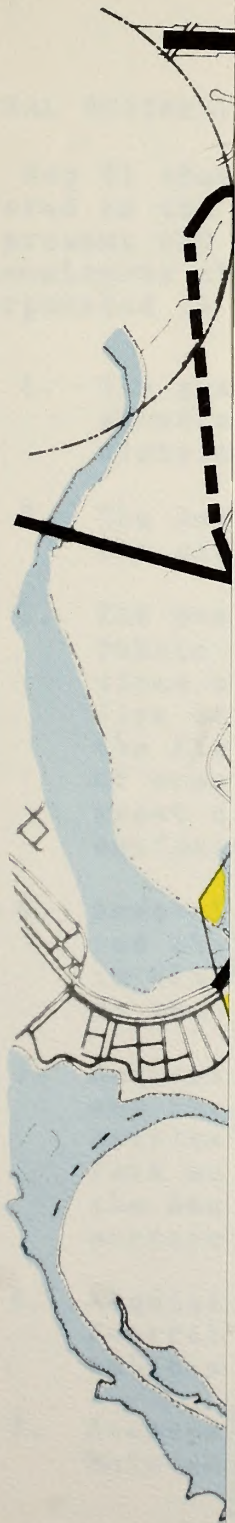
PROPOSED

PROPOSED

PROPOSED

MAP-10





LAND SETTLEMENT PLAN
AND
EXISTING DOCUMENTS PLAN

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

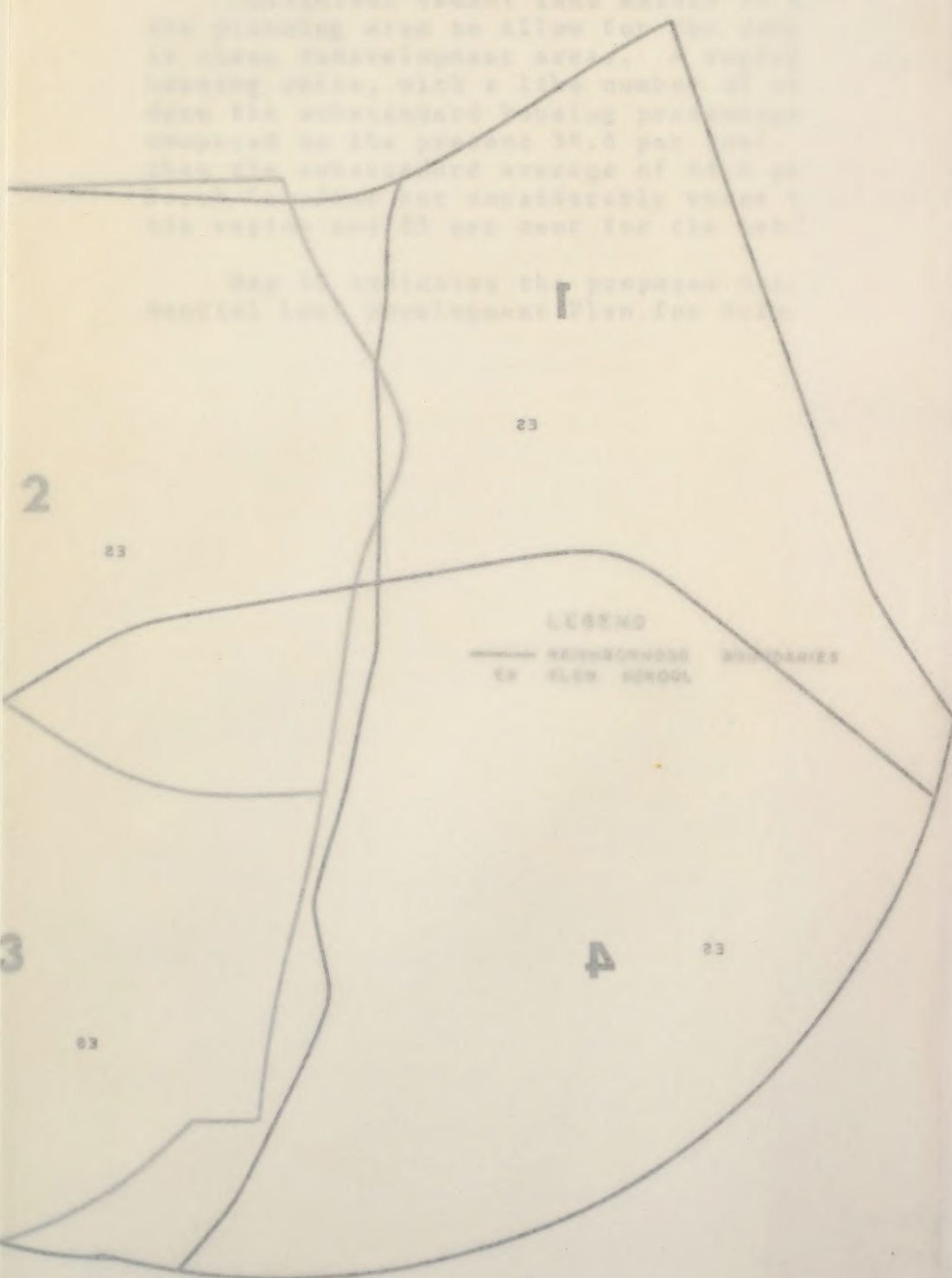
NEIGHBORHOODS

A plan proposal for redevelopment of Neighborhood 23 marked by Johnson Avenue, East Avenue and the city limits. There are 12,500 acres, including three townships of 25 housing units.

For the area in Drive, East
 23
 23

Substantial vacant land exists in the planning area to allow for the development of a new residential area. A single housing unit, with a lot number of 10,000, the substantial housing percentage compared to its present 30.0 per cent. The city's average of 40.0 per cent is not dissimilarly when the city's average of 40.0 per cent for the city.

Map 1, showing the proposed development plan for 23.



LEGEND
 ——— NEIGHBORHOOD BOUNDARIES
 - - - SCHOOL BOUNDARIES

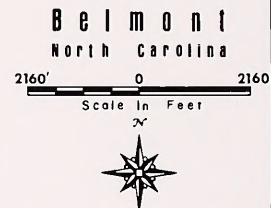
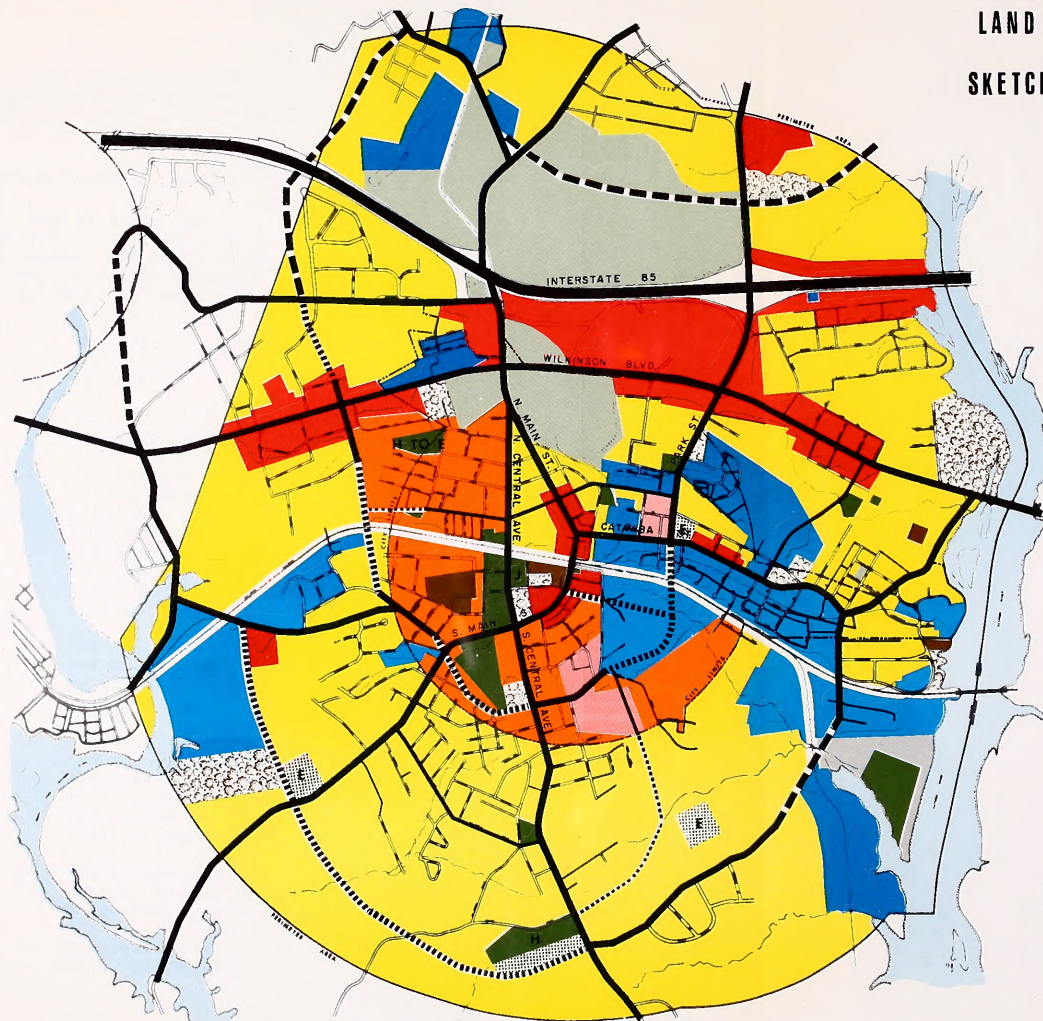
23

23

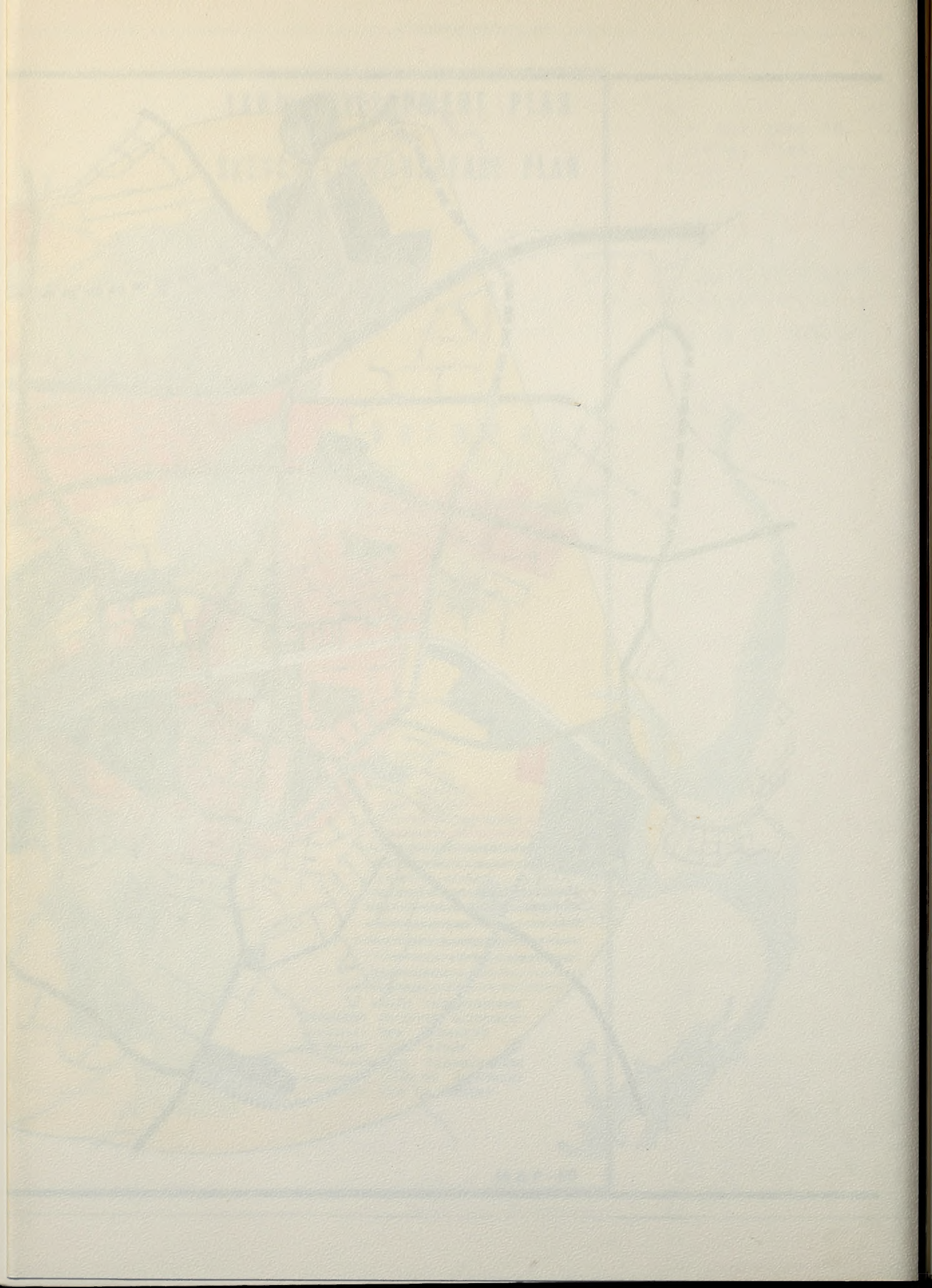
23

23

LAND DEVELOPMENT PLAN AND SKETCH THOROUGHFARE PLAN



- LEGEND**
- RESIDENTIAL
 - LOW DENSITY
 - MED. DENSITY
 - REDEVELOPMENT AREAS
 - INDUSTRIAL
 - PROPOSED PARKS
 - SEMI-PUBLIC
 - MARGINAL LAND
 - MAJOR THOROUGHFARE
 - EXISTING ALIGNMENT
 - NEW ALIGNMENT
 - LONG RANGE
 - MINOR THOROUGHFARE
 - EXISTING ALIGNMENT
 - NEW ALIGNMENT



TRADE

The category of retail trade will be considered in the three component parts as they relate to the Belmont planning area.

CENTRAL BUSINESS DISTRICT

Map 11 shows the existing Central Business District as compared to the one proposed in the Land Development Plan. The present CBD has been enlarged by approximately nine acres. To complement the enlarged CBD the following proposals are incorporated in the CBD Plan.

1. The gradual "phasing out" of 30 residential structures within the proposed central business district.
2. The acquisition of the present post office by the city for a future municipal parking lot site.
3. The present fire station could be renovated for future municipal offices or store rental space since the Land Development Plan proposes a new fire station location outside the CBD. At present the fire department has a grossly deficient amount of area for its activities and also encounters a great deal of difficulty in maneuvering large equipment in the present congested area.
4. Removal of the city-owned garage on Mill Street and the erection of a new one on the same site or in close proximity to the proposed sewage plant on the southeast side of the city.
5. Acquisition and removal of two service stations and the relocation of a taxi stand. These services are now located at the front of Stowe Park on Main Street. They seriously detract from the beauty of the park and also congest the entrance to the park.
6. Acquisition of two city blocks next to the Central Junior High School and removal of the substandard housing for a governmental center.
7. Eventual prohibition of on-street parking on Main and Catawba Streets within the CBD.

8. Erection of overpasses or underpasses where the Southern Railroad intersects Main Street.

Further justification for some of the above recommendations will be made under their appropriate land use category later in this study.

HIGHWAY BUSINESS

Three areas along Wilkinson Boulevard have been retained in the plan as highway business areas. These existing business establishments cater largely to transient trade and include such enterprises as motels, restaurants and service stations. These areas have been proposed for enlargement in order to provide needed off-street parking, service roads, loading and unloading areas, landscaping and buffering zones to protect adjoining incompatible land uses.

NEIGHBORHOOD SHOPPING CENTERS

Two neighborhood shopping centers have been proposed in the Land Development Plan. Convenience goods such as foods, drugs, and personal services are provided in these centers. Each center will have the recommended minimum site of ten acres and will require a minimum of 1,000 families as a trade area.* One shopping center is located in Neighborhood II just south of Interstate 85, and should be developed before 1967. The other shopping center will be located in Neighborhood IV off Eagle Mill Road and the proposed outer loop on the southwest side of the city. According to the population projections for 1980 for the planning area there should be a sufficient number of families to support these two centers.

WHOLESALE

Approximately 10 acres have been proposed for wholesale activities. They are located in three areas along North Carolina Route 273 at the northern edge of the planning area. It is anticipated that this acreage should be sufficient since Belmont must compete with Charlotte, which is the largest wholesale center in the Southeast.

*LOCAL PLANNING ADMINISTRATION, The International City Manager's Association, 1959, p. 136.



EXIS

8. Erection of overpasses or underpasses where the Southern Railroad intersects Main Street.

Further justification for some of the above recommendations will be made under their appropriate land use category later in this study.

HIGHWAY BUSINESS

Three areas along Wilkinson Boulevard have been retained in the plan as highway business areas. These existing business establishments cater largely to transient trade and include such enterprises as motels, restaurants and service stations. These areas have been proposed for enlargement in order to provide needed off-street parking, service roads, loading and unloading areas, landscaping and buffering zones to protect adjoining incompatible land uses.

NEIGHBORHOOD SHOPPING CENTERS

Two neighborhood shopping centers have been proposed in the Land Development Plan. Convenience goods such as foods, drugs, and personal services are provided in these centers. Each center will have the recommended minimum site of ten acres and will require a minimum of 1,000 families as a trade area.* One shopping center is located in Neighborhood II just south of Interstate 85, and should be developed before 1967. The other shopping center will be located in Neighborhood IV off Eagle Mill Road and the proposed outer loop on the southwest side of the city. According to the population projections for 1980 for the planning area there should be a sufficient number of families to support these two centers.

WHOLESALE

Approximately 10 acres have been proposed for wholesale activities. They are located in three areas along North Carolina Route 273 at the northern edge of the planning area. It is anticipated that this acreage should be sufficient since Belmont must compete with Charlotte, which is the largest wholesale center in the Southeast.

*LOCAL PLANNING ADMINISTRATION, The International City Manager's Association, 1959, p. 136.

Belmont
North Carolina

C B D

400' 0 400'

Scale in Feet



LEGEND

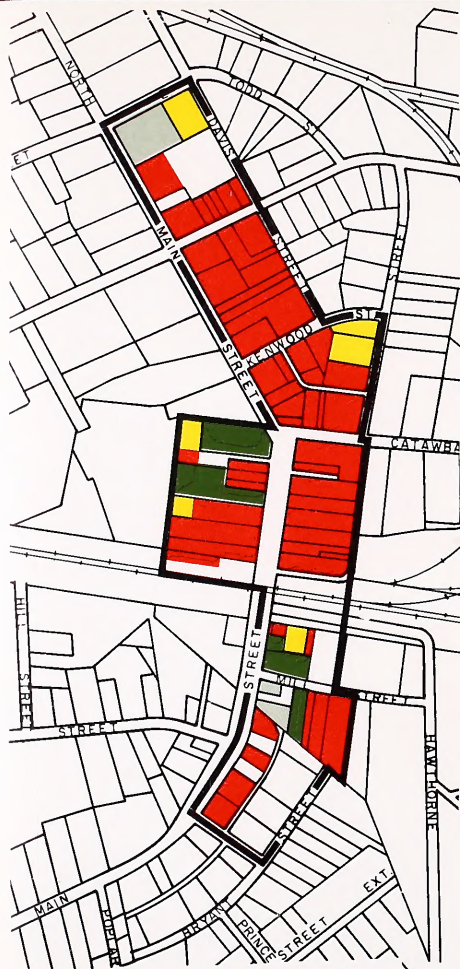
VACANT

RESIDENTIAL

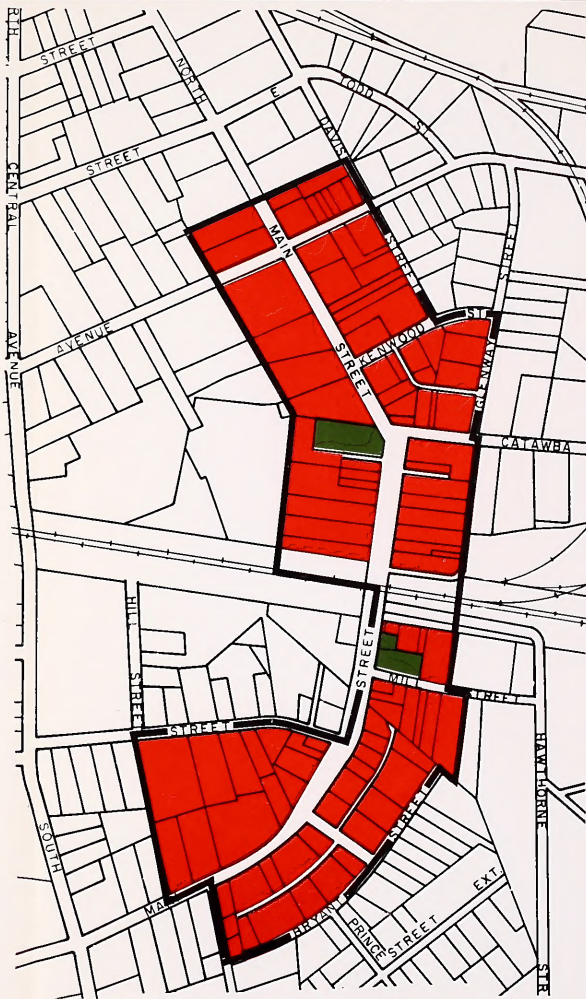
COMMERCIAL

INDUSTRIAL

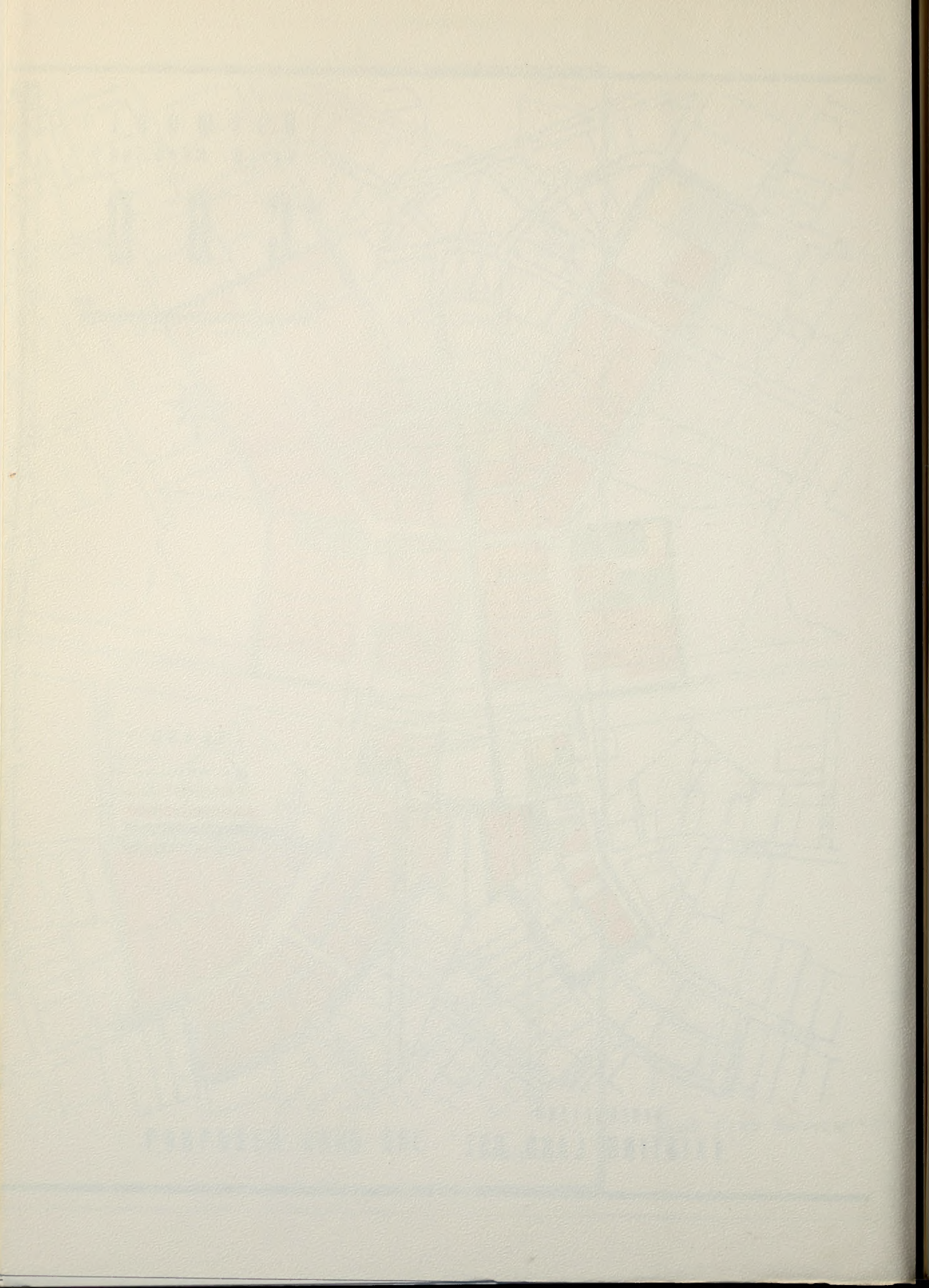
SEMI-PUBLIC



GENERALIZED
EXISTING LAND USE



PROPOSED LAND USE



MANUFACTURING

Four areas have been proposed for manufacturing expansion. Three of these areas are located in the outer fringe since a greater selection of sites exists there and they are of sufficient size to satisfy future land requirements. All the proposed expansion areas involve either vacant land or blighted residential areas that will require demolition in the near future. In all cases, the compatibility factor was recognized, and in the case of adjoining land there has been ample land provided for buffering zones. The textile plants in the Belmont area are classified as light industry and not of a noxious nature. Therefore, a minimum amount of buffering area will be required. Existing manufacturing facilities have been maintained, even though it is apparent that some are approaching extinction as functional units. It is hoped that existing plants which relocate will do so in the outer fringe area and thus provide needed acreage for future residential development within the city. This also will eliminate the intermingling of industry and residential property within the corporate limits.

Most of the textile mills in the Belmont planning area own tracts of land adjacent to their present plants. As a consequence, much of the industrial expansion areas incorporate this land. Excellent manufacturing sites exist on the property owned by Belmont Abbey College. Although this land cannot be purchased because of deed restrictions, it can be leased on a long-term basis and provide a significant amount of industrial property required over the planning period.

Expanded manufacturing sites have been located in the proximity of both railroad and road transportation. Industrial promotion and development is presently enjoying a period of enthusiastic emphasis. A net result of this effort has been an over-allocation of land for manufacturing sites. The study of a number of cities and urban areas reveals that 5 to 7 per cent of their land may be used for industry. The Land Development Plan includes approximately 170 acres for manufacturing as shown on the map, and there is another 110 acres available on the Belmont Abbey property. Thus, roughly 5 per cent of the land area has been reserved for manufacturing.

TRANSPORTATION AND UTILITIES

TRANSPORTATION

Two railroads traverse the Belmont planning area. The Southern Railroad crosses the entire planning area in an east-west direction and the Piedmont Northern Railroad runs north-south from Catawba Street to the one-mile perimeter.

The Southern Railroad crosses seven major thoroughfares in an east-west direction and five have at-grade crossings. Two of the at-grade crossings involve existing thoroughfares and three proposed thoroughfares. All five at-grade crossings either are, or soon will be, major traffic conflict points. A proposal is made in the preliminary sketch thoroughfare plan to either overpass or underpass these thoroughfares depending on the engineering problems involved. An especially serious problem exists where the Southern Railroad crosses Main Street. These crossings in the heart of the CBD seriously restrict the flow of traffic. It should also be mentioned that the areas surrounding the present at-grade crossings leave much to be desired from an aesthetic viewpoint.

A thorough discussion of highways within the Belmont planning area will be covered in a subsequent section of this study but there are some general recommendations that can appropriately be made at this time. Presently, no comprehensive record of rights-of-way exists. Many buildings are built directly abutting the street or sidewalk and it is reasonable to assume that an encroachment of rights-of-way has resulted. It is recommended that an engineering firm be engaged to establish rights-of-way; otherwise, legal obstacles will present themselves when street widenings or sidewalks are to be constructed. Without accurate records of rights-of-way it will be virtually impossible to describe property lines on a zoning map.

A complete evaluation of sidewalks should be made since a cursory examination of the city indicates a dearth of them. An insufficient complement of sidewalks poses a serious traffic hazard, especially for children going to or returning from school. It also encourages trespass on private property, which in turn can generate ill-will among the residents involved. The institution of subdivision regulations will undoubtedly ameliorate this condition, but it will not improve the condition in areas already developed.

Map 5 in the first part of this study shows the paved and unpaved streets within the planning area. It is evident from this map that a street paving program should be inaugurated as part of a Public Improvements Program. The internal or minor street system should be coordinated with the Thoroughfare Plan as finally adopted. All standards for streets and rights-of-way should conform to those established by the North Carolina State Highway Commission. These standards will be described in a following chapter devoted to the preliminary sketch thoroughfare plan.

At present the CBD presents the most pressing parking problem. A lack of off-street parking necessitates metered parking on both Main and Catawba Streets within the CBD. Neither private nor municipal off-street parking is adequate, and it is recommended that additional property be acquired by the city to construct paved and well-lighted municipal parking lots. It is also incumbent on the downtown merchants to enlarge and improve their parking facilities. Additional parking facilities must be provided by these groups before on-street parking can be prohibited.

Consideration of a street-naming and numbering program should be made. Street signs at present are inadequate in height and easily obstructed by vehicles. In many cases they are either non-existent or the street names are partially or wholly obliterated.

UTILITIES

Water Supply

The potential demand on the water supply system should be related directly to population and expressed gallons per day (gpd). The present water filtration plant has a capacity of 5 million gallons per day. Water consumption figures for 1964 revealed the service load to be 1,000,000 gallons per day for domestic consumption and 2,000,000 gallons per day for industry. The total population gain for the planning area by 1980 is projected to be 1,449; thus, an additional 72,450 gallons per day will be added to the present service load. In the design of the water supply system, account must be taken of the probable peak hour demand, which is generally controlled by domestic and industrial demand plus "fire flow", or the volume used in fighting a major fire.* The "fire flow" demand would be 1,890,000 gallons per day for the Belmont planning area. Table 16 shows the capability of the present water supply system and Map 12 shows the existing water system and proposed service areas.

*MUNICIPAL FIRE ADMINISTRATION, International City Manager's Association, Third Edition, 1959, p. 121.

TABLE 16 CAPABILITY OF BELMONT'S WATER SYSTEM

| | |
|---------------|-----------------------------|
| 3,000,000 gpd | = peak load |
| 1,890,000 gpd | = fire flow |
| 72,450 gpd | = population growth by 1980 |
| <hr/> | |
| 4,962,450 gpd | = Total |

With a present capacity of 5,000,000 gallons per day, the water supply system will be adequate until 1980. There is presently a potential water supply to furnish consumers expected in the planning area until 1980.

Sanitary Sewers

Municipal engineers in urban areas estimate that a sewage treatment plant should be planned on the basis of 75 to 100 gpd for domestic sewage. Each community reflects differences which include the degree of industrial development, population density, size of residential lots and per capita water consumption.

Map 13 shows the existing sewer lines, existing force mains, proposed outfalls, pump stations, proposed new treatment plant and proposed service areas. As previously noted, the average daily sewage discharge amounts to 2,000,000 gallons for industry and 1,000,000 gallons per day for domestic uses. The newly approved sewage plant with a 4,000,000 gpd will adequately serve the requirements of the planning area until 1980 and still maintain a safety factor of 250,000 gpd. The proposed plant should be operational by 1967.

Maps are not available for an appraisal of the storm sewerage system. Since there are some flooding conditions in the area, it is recommended that an engineering study be undertaken to map the storm sewerage system, and include recommendations to correct the present flooding conditions.

Refuse Collection and Disposal

Marginal land adjacent to the proposed sewage disposal plant could be utilized for either a landfill or an incinerator plant. A properly operated landfill would not be unsightly or unsanitary. It can appropriately be used to reclaim the land along the banks of the Catawba River. An incinerator reduces the volume of raw refuse approximately 75 per cent. It then is inert and may be used in land filling adjacent to the plant. However, the initial and operating costs are considerably higher than those of a sanitary landfill.

RECEIVED 1978 03 14 11 13

1978

RECEIVED 1978 03 14 11 13

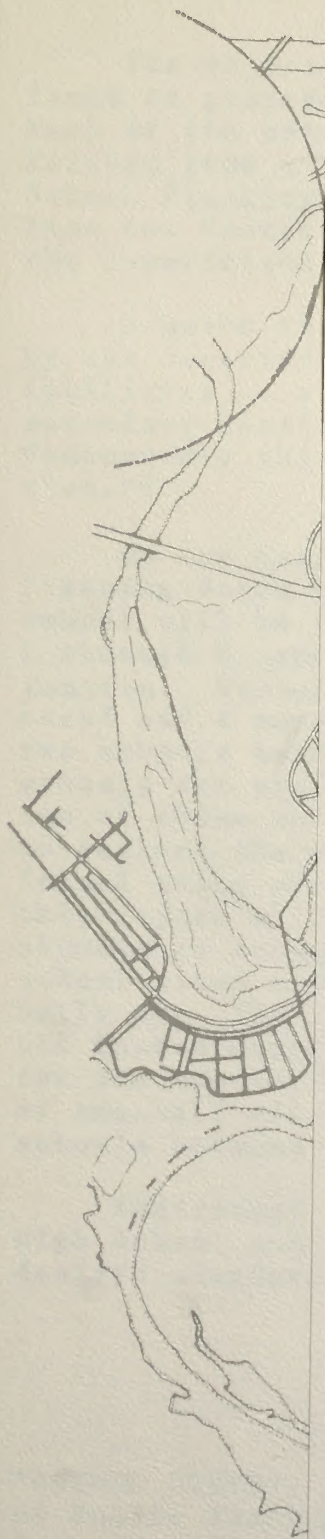


TABLE 16 CAPABILITY OF BELMONT'S WATER SYSTEM

| | |
|---------------|-----------------------------|
| 3,000,000 gpd | = peak load |
| 1,890,000 gpd | = fire flow |
| 72,450 gpd | = population growth by 1980 |
| <hr/> | |
| 4,962,450 gpd | = Total |

With a present capacity of 5,000,000 gallons per day, the water supply system will be adequate until 1980. There is presently a potential water supply to furnish consumers expected in the planning area until 1980.

Sanitary Sewers

Municipal engineers in urban areas estimate that a sewage treatment plant should be planned on the basis of 75 to 100 gpd for domestic sewage. Each community reflects differences which include the degree of industrial development, population density, size of residential lots and per capita water consumption.

Map 13 shows the existing sewer lines, existing force mains, proposed outfalls, pump stations, proposed new treatment plant and proposed service areas. As previously noted, the average daily sewage discharge amounts to 2,000,000 gallons for industry and 1,000,000 gallons per day for domestic uses. The newly approved sewage plant with a 4,000,000 gpd will adequately serve the requirements of the planning area until 1980 and still maintain a safety factor of 250,000 gpd. The proposed plant should be operational by 1967.

Maps are not available for an appraisal of the storm sewerage system. Since there are some flooding conditions in the area, it is recommended that an engineering study be undertaken to map the storm sewerage system, and include recommendations to correct the present flooding conditions.

Refuse Collection and Disposal

Marginal land adjacent to the proposed sewage disposal plant could be utilized for either a landfill or an incinerator plant. A properly operated landfill would not be unsightly or unsanitary. It can appropriately be used to reclaim the land along the banks of the Catawba River. An incinerator reduces the volume of raw refuse approximately 75 per cent. It then is inert and may be used in land filling adjacent to the plant. However, the initial and operating costs are considerably higher than those of a sanitary landfill.

EXISTING WATER SYSTEM AND PROPOSED SERVICE AREAS



BELMONT
North Carolina

2160' 0 2160'
Scale In Feet



LEGEND

OWNED BY CITY

12" LINES

8" LINES

6" LINES

3" & SMALLER LINES

8" FIRE LINES OWNED

BY MILLS

FILTER PLANT

WATER TANKS

PROPOSED SERVICE AREAS

SERVICES

GOVERNMENTAL

The majority of land allocated in this category is confined to proposed public schools and municipal buildings. Much of the rationale for planning schools in Belmont was derived from a school survey conducted by the Division of School Planning, North Carolina Department of Public Instruction for Gaston County in 1965 and a personal interview with the Superintendent of Gaston County Public Schools.

A quote from the school survey, and one which was upheld by the Superintendent of Schools, is as follows: "All facilities -- a union school that does not have adequate secondary facilities. Long-range use should be determined. Undoubtedly this plant should be used for elementary instruction."*

On the basis of this thoroughly documented survey the Planning Board will use some of its proposals. The Reid School will be converted to an elementary school with grades 1 through 8, and the East Belmont elementary school needs attention. Probably, East Belmont elementary school will be razed and a more modern school built on the same site. These two schools serve Neighborhoods I and II. New elementary schools are proposed to serve Neighborhoods III and IV. Only one of these schools will be needed during the planning period to replace the outdated Belmont Central Elementary School. School sites should be purchased before they are needed and this report will also recommend suitable sites for the other elementary school which may be needed in the future. Adequate school sites are difficult to obtain after an area becomes built up. The Belmont schools come under the jurisdiction of the Gaston County School System and bus service is provided for the students. Consequently, the desirable walking distance of one-half mile for all school children attending elementary schools becomes irrelevant.

Additional acreage was proposed for both Belmont Junior High School and Belmont Senior High School to elevate them to desired standards as expressed earlier.

*SCHOOL SURVEY, Division of School Planning, N. C. Department of Public Instruction, 1965, p. 37. Also, Mr. Hunter Huss, Superintendent of Gaston County Public Schools.

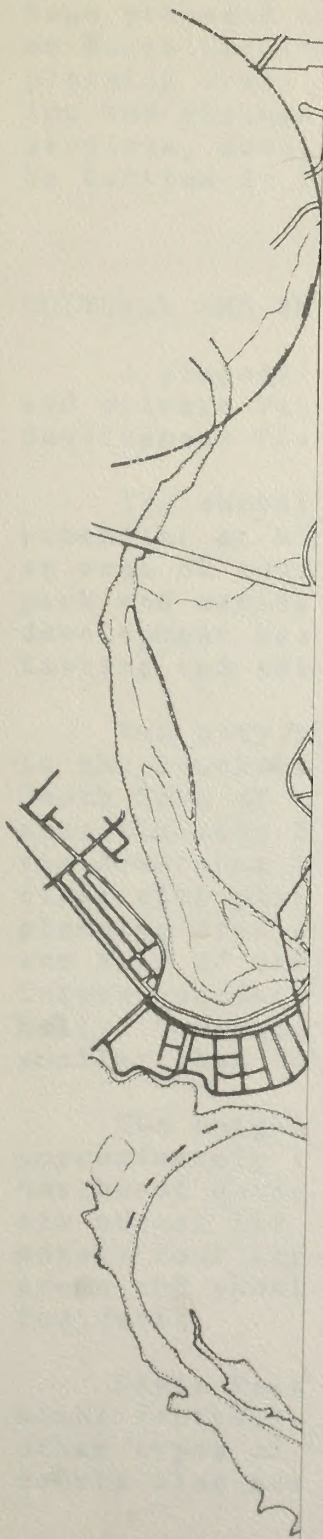
The present municipal plant on Main Street consists of two buildings, housing various municipal offices and a fire station. To the rear of one is a new city jail, and on the first floor of the other is the police headquarters.

It is proposed that the present post office be utilized for a future municipal parking lot site since a new post office has been proposed for the corner of Woodrow and Glenwood Streets. This proposal is based on information received from the U. S. Post Office authorities. Such a lot within the central core area would relieve a serious off-street parking problem around existing buildings.

A proposed fire station has been planned on the corner of Garrison Street and N. C. 273. This is to replace the woefully inadequate fire station within the central business district. A new fire station is also proposed for the south side of town on South Point Road and Hillcrest Drive. A second station may not be needed until the city extends its corporate limits in this direction; however, this could be sooner than expected -- depending on the annexation study. The future site should include a fire training tower, paved hose drag area and plenty of maneuvering space for the fire trucks. These two fire stations, along with the proposed pit area near the future sewage plant (for practicing and fighting oil fires) will greatly aid the city toward acquiring a lower fire rating from the Fire Insurance Underwriters.

It is almost certain that the fire station in the central core will eventually be abandoned as it is not possible to enlarge it properly. This will allow for the expansion of the police headquarters and the municipal offices within a complex and should be adequate for about ten years. To allow for future growth and increased activities in the governmental offices, the Planning Board has set aside two city blocks across from the Central Junior High School. This proposal could be carried out quite easily because a large percentage of the housing in the neighborhood is substandard and the area could qualify for an urban renewal grant from the Federal Government. The proposed governmental block along with the existing Central Junior High School and the additional recreational acreage set aside for Stowe Park would tie the whole area together with the improved police department and city jail across Main Street and set it off from the retail area.

Additional land has been reserved adjacent to the existing County Library. This would provide land for expansion, landscaping and additional off-street parking when required.



RESEARCH REPORT

NO. 1000

1961

1961

RESEARCH REPORT
NO. 1000
1961
1961

1961

The present municipal plant on Main Street consists of two buildings, housing various municipal offices and a fire station. To the rear of one is a new city jail, and on the first floor of the other is the police headquarters.

It is proposed that the present post office be utilized for a future municipal parking lot site since a new post office has been proposed for the corner of Woodrow and Glenwood Streets. This proposal is based on information received from the U. S. Post Office authorities. Such a lot within the central core area would relieve a serious off-street parking problem around existing buildings.

A proposed fire station has been planned on the corner of Garrison Street and N. C. 273. This is to replace the woefully inadequate fire station within the central business district. A new fire station is also proposed for the south side of town on South Point Road and Hillcrest Drive. A second station may not be needed until the city extends its corporate limits in this direction; however, this could be sooner than expected -- depending on the annexation study. The future site should include a fire training tower, paved hose drag area and plenty of maneuvering space for the fire trucks. These two fire stations, along the the proposed pit area near the future sewage plant (for practicing and fighting oil fires) will greatly aid the city toward acquiring a lower fire rating from the Fire Insurance Underwriters.

It is almost certain that the fire station in the central core will eventually be abandoned as it is not possible to enlarge it properly. This will allow for the expansion of the police headquarters and the municipal offices within a complex and should be adequate for about ten years. To allow for future growth and increased activities in the governmental offices, the Planning Board has set aside two city blocks across from the Central Junior High School. This proposal could be carried out quite easily because a large percentage of the housing in the neighborhood is substandard and the area could qualify for an urban renewal grant from the Federal Government. The proposed governmental block along with the existing Central Junior High School and the additional recreational acreage set aside for Stowe Park would tie the whole area together with the improved police department and city jail across Main Street and set it off from the retail area.

Additional land has been reserved adjacent to the existing County Library. This would provide land for expansion, landscaping and additional off-street parking when required.

EXISTING SEWERAGE SYSTEM AND PROPOSED SERVICE AREAS

ACME MILL VILLAGE WASTE
DISCHARGES INTO THIS OUTFALL

Belmont
North Carolina

2160' 0 2160'

Scale in Feet

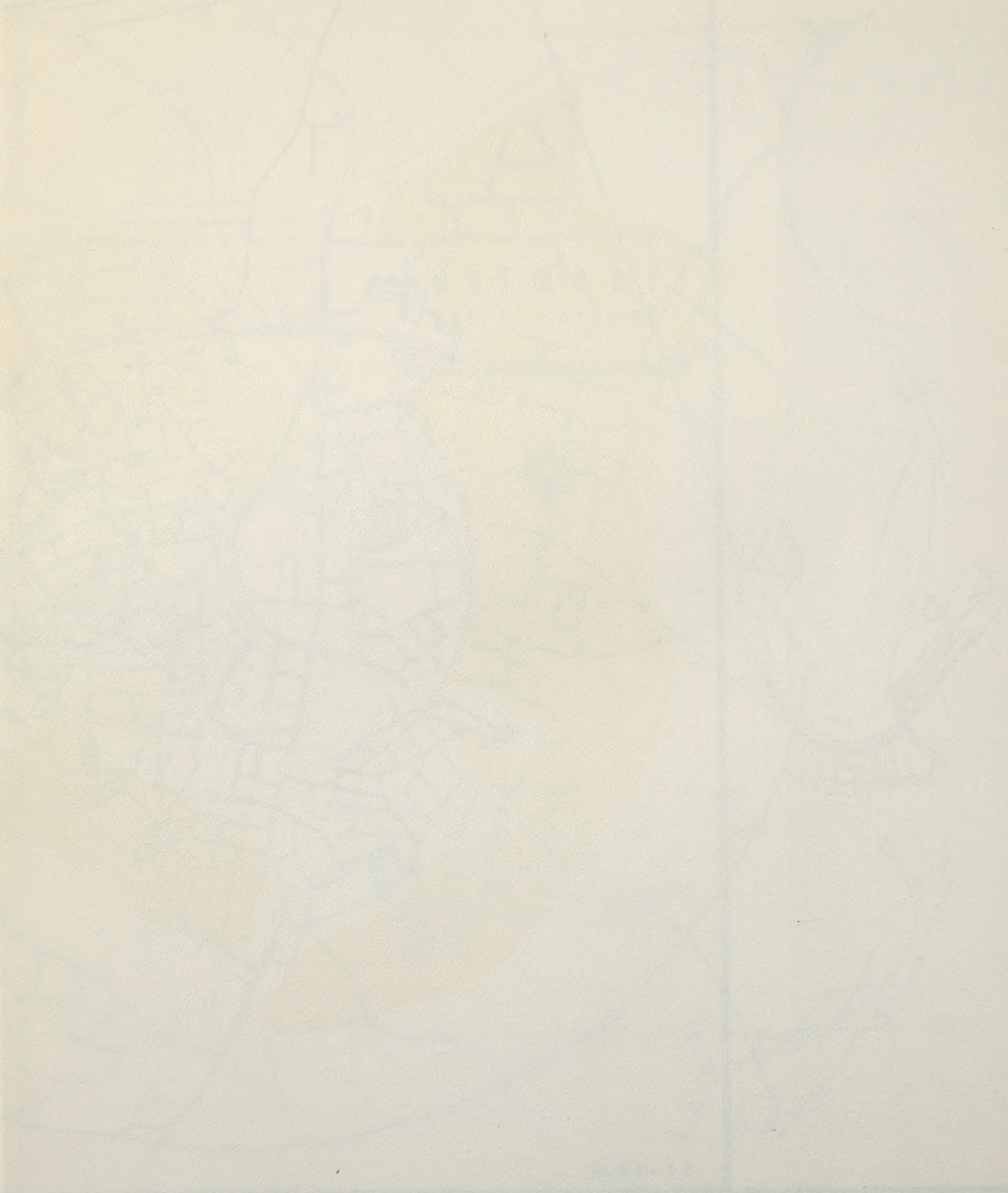


LEGEND

- EXISTING SEWER LINES
- EXISTING FORCE MAINS
- PROPOSED OUTFALL
- PUMP STATIONS
- PROPOSED TREATMENT PLANT
- PROPOSED SERVICE AREAS

THE UNIVERSITY OF CHICAGO

LIBRARY OF THE UNIVERSITY OF CHICAGO



BUSINESS SERVICES

Three existing business services have been proposed for expansion. They are located along Wilkinson Boulevard and integrated with other commercial activity. Five acres have been proposed adjacent to existing business services located on North Carolina Route 273 at the northern border of the planning area. This should be an excellent site for warehousing and storage services. Future activities such as new services, credit agencies, employment services, etc., should be located in the CBD or neighborhood shopping centers.

CULTURAL AND RECREATION

A proposal to achieve a better balance between municipal and private recreation has been incorporated in the Land Development Plan.

The shoreline of the Catawba River has an excellent potential as a recreation area. In recognition of this fact, an area of approximately 40 acres has been allocated for a park and marina. An expansion of the present Lake Wylie development has been suggested. This area could provide fishing and swimming facilities.

Two city parks have been proposed. One should be located in the southwest portion of the planning area bordering the South Fork of the Catawba River. This includes an area of approximately 25 acres and is readily accessible by automobile via Armstrong Ford Road and the proposed outer loop road. The other city park should be located in the northeast part of the planning area and utilize approximately 12 acres. The northern half of the planning area is less densely populated and future residential growth will be less than in the southern half. Consequently, the proposed park area is considerably smaller than in the southern half.

Two neighborhood parks have been proposed encompassing approximately 10 acres all together. One is located in the northwest quadrant of the planning area and consists of about six acres; the other in the southwest, consists of approximately four acres. Both are located in densely populated areas and should be accessible by foot for the surrounding residents.

Davis Park has been maintained to furnish an area for night football and baseball. This area also is desirable for other types of outdoor assemblies. The adjoining tennis courts also add to the desirability of this area for recreation.

Approximately four acres adjoining Acme Spinning Mill in the northwest portion of the planning area has been proposed as a park. This should provide the needed recreation space for a section that is somewhat isolated from the central city. The four acres proposed presently are devoted to a green area for mill employees and are privately-owned.

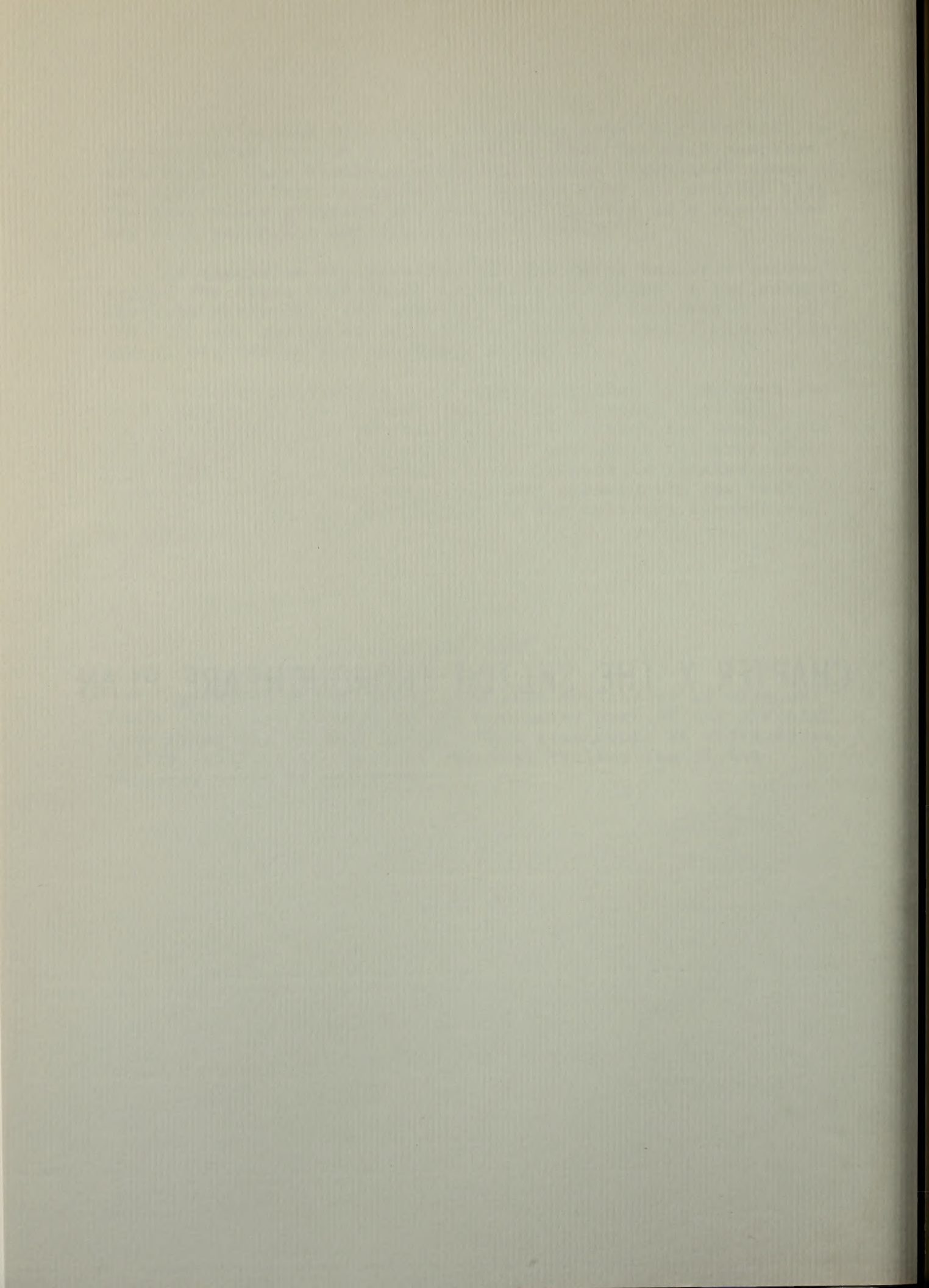
An expansion of approximately two acres has been recommended for Stowe Park which is located adjacent to the central business district. The eventual removal of residences in this area and the razing of two service stations should materially add to the beauty and enjoyment of the CBD.

Cultural activities are largely provided by churches and civic groups in the Belmont area. The existing American Legion building provides sufficient facilities for most civic meetings and the abundance of fine churches in the area provides additional facilities. Since Belmont is located near Gastonia and Charlotte there is every opportunity for residents of the area to participate in the cultural advantages of these two cities.

MARGINAL LAND

Approximately 35 acres have been designated as marginal land. They are located in the southeast part of the planning area along the Catawba River. This area could be utilized as a city landfill so that the eventual reclamation of the property would be possible.

CHAPTER X THE SKETCH THOROUGHFARE PLAN



CHAPTER X

THE SKETCH THOROUGHFARE PLAN

A Land Development Plan involves three major components consisting of the Land Development Plan proper, a Community Facilities Plan and a major thoroughfare plan. The movement of goods and people in an area constitute the circulation system. The various land uses must in turn be correlated with the circulation system that will serve them. Finally, the Community Facilities Plan details proposals for the public usage of land that will make the Land Development Plan operational. Major thoroughfares provide demarcation lines between land use areas where natural boundaries do not exist and in most cases they define the boundaries of neighborhoods within a city. As the city develops the circulation system becomes the reference point for improvements and extensions of the system itself.

An effective circulation system should conform to the following basic principles:

1. The system should be composed of local, collector, arterial and freeway-type arteries.
2. Collector, arterial and freeway-type arteries should follow the boundaries of residential neighborhoods rather than crossing them internally. A minimum distance of one-half mile should separate these traffic ways except in areas of high population or commercial density.
3. The circulation system should be coordinated with those of adjoining cities, counties and with the State system of highways.
4. Major thoroughfares carrying opposing flows of traffic should be provided with dividing or median strips, if possible.
5. Grade separations should be utilized at intersection conflict points.

6. Streets and rights-of-way should conform to the following standards:

| | Width | Right-of-way |
|-------------------|------------|--------------|
| Local streets | 24-48 feet | 50-60 feet |
| Collector streets | 40-48 feet | 60-80 feet |
| Arterial streets | 48-60 feet | 100-200 feet |
| Freeways | 48-60 feet | 150-200 feet |

7. Thoroughfares should be provided with directional signs and route signs which are plainly visible day and night.
8. Abutting property on major thoroughfares should be provided with service roads where access and egress to adjoining property is frequent. They should not interfere with through traffic.
9. Major and secondary roads should be landscaped on both sides wherever possible.

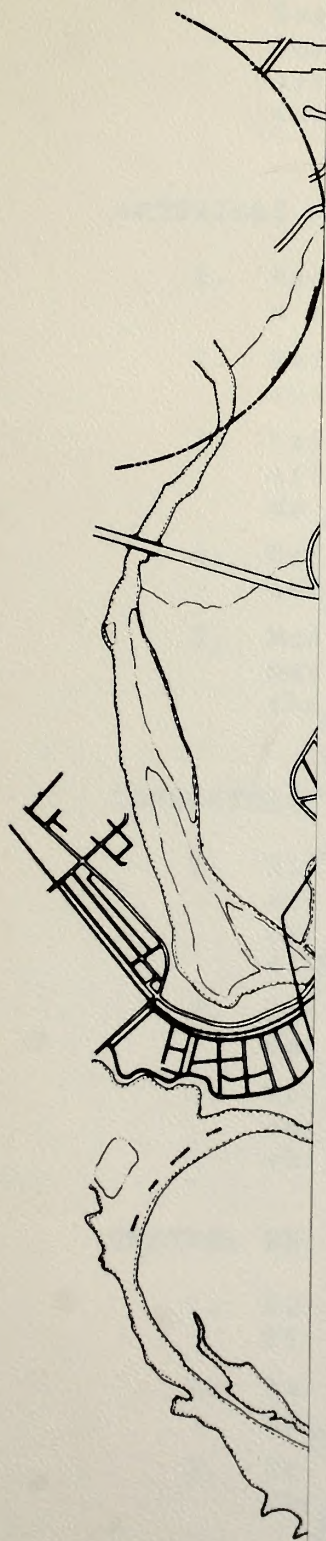
Annual Average Daily 24-Hour Traffic
Volumes on Hard Surfaced Roads - 1964

The most travelled roads in the planning area are Interstate 85 and Wilkinson Boulevard carrying traffic through the northern portion of the area to Charlotte and surrounding sections. (Map 14). Actually, the two major roads which affect Belmont the most are old N. C. Route 7 and N. C. Route 273, both of which bring the majority of the traffic into the city. The central business district (CBD) is the most congested area with over 8,200 vehicles circulating through the core area.

The proposed changes in the existing thoroughfare system of Belmont are as follows:

MAJOR ROADS

1. The outer loop thoroughfare as proposed by the North Carolina Highway Commission utilizes the following existing thoroughfares: Lakewood Road, Eagle Mill Road, Stowe Road, Tenth Street, Catawba Street and North Carolina Route 7. These thoroughfares are joined by proposed connecting links of roads. The proposed preliminary sketch thoroughfare plan map accompanying this report will fully detail the proposals herein described.



6. Streets and rights-of-way should conform to the following standards:

| | <u>Width</u> | <u>Right-of-way</u> |
|-------------------|--------------|---------------------|
| Local streets | 24-48 feet | 50-60 feet |
| Collector streets | 40-48 feet | 60-80 feet |
| Arterial streets | 48-60 feet | 100-200 feet |
| Freeways | 48-60 feet | 150-200 feet |

7. Thoroughfares should be provided with directional signs and route signs which are plainly visible day and night.
8. Abutting property on major thoroughfares should be provided with service roads where access and egress to adjoining property is frequent. They should not interfere with through traffic.
9. Major and secondary roads should be landscaped on both sides wherever possible.

Annual Average Daily 24-Hour Traffic
Volumes on Hard Surfaced Roads - 1964

The most travelled roads in the planning area are Interstate 85 and Wilkinson Boulevard carrying traffic through the northern portion of the area to Charlotte and surrounding sections. (Map 14). Actually, the two major roads which affect Belmont the most are old N. C. Route 7 and N. C. Route 273, both of which bring the majority of the traffic into the city. The central business district (CBD) is the most congested area with over 8,200 vehicles circulating through the core area.

The proposed changes in the existing thoroughfare system of Belmont are as follows:

MAJOR ROADS

1. The outer loop thoroughfare as proposed by the North Carolina Highway Commission utilizes the following existing thoroughfares: Lakewood Road, Eagle Mill Road, Stowe Road, Tenth Street, Catawba Street and North Carolina Route 7. These thoroughfares are joined by proposed connecting links of roads. The proposed preliminary sketch thoroughfare plan map accompanying this report will fully detail the proposals herein described.

AVERAGE DAILY TRAFFIC VOLUME

1964

Source:

By N. C. Highway Commission

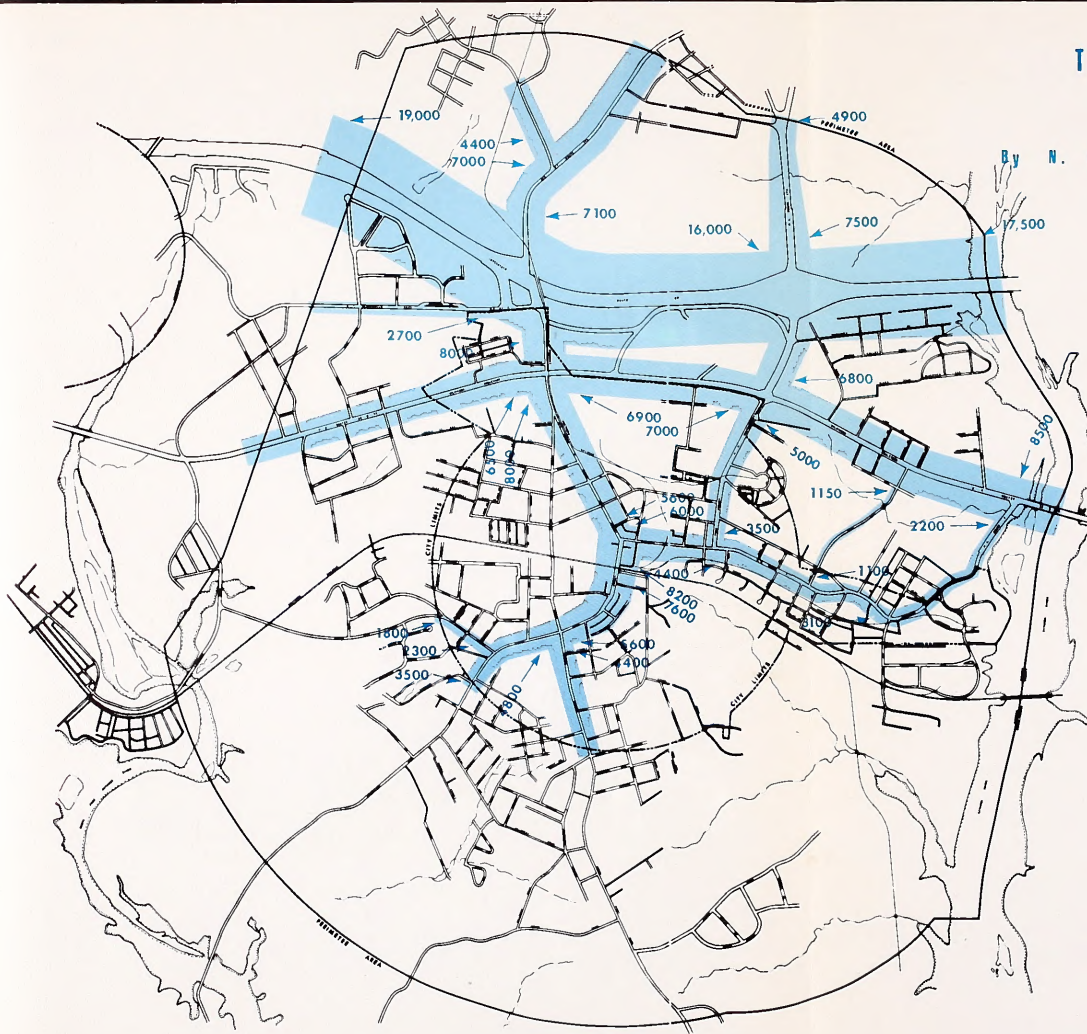
Beilmont
North Carolina

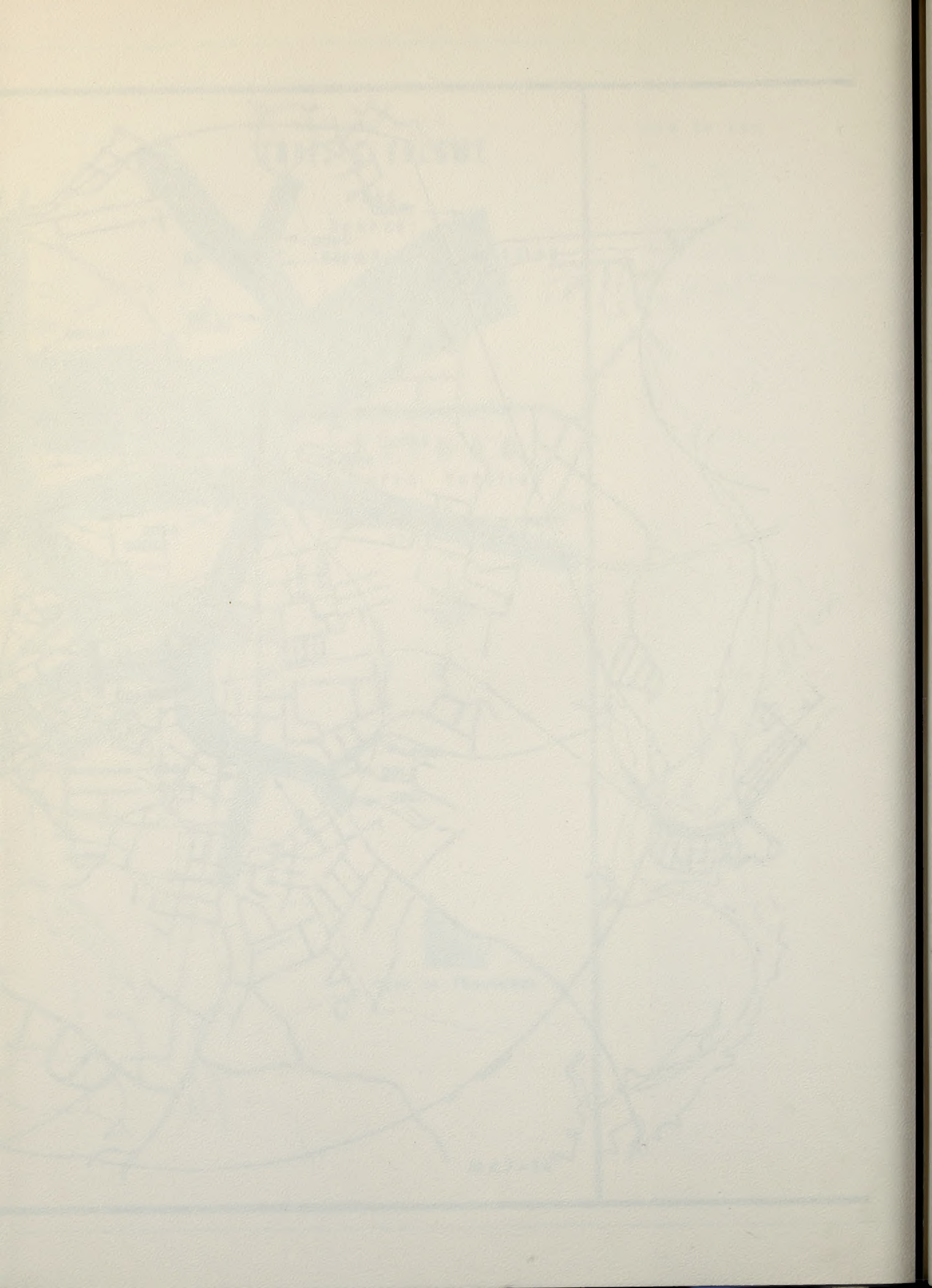
2160' 0 2160'

Scale in Feet



Cars in Thousands





2. An inner loop road has been proposed with a distance of approximately three-quarters of a mile separating the inner and outer loops. The following existing thoroughfares have been utilized in the formation of the inner loop: Eagle Mill Road, Mason Street, U. S. Route 85, North Carolina Route 273 and Pine Street. A series of proposed roads will link the existing roads.

ARTERIALS

1. Existing Central Avenue provides an arterial in a north-south direction.
2. Existing Armstrong Ford Road provides an arterial running generally east-west.
3. Existing Wilkinson Boulevard exists as an arterial traversing the entire planning area on an east-west course.
4. Catawba Street exists as another arterial serving the eastern half of the planning area.
5. McAdenville Road serves as an existing east-west arterial for the northwestern portion of the planning area.

CONNECTORS

1. Hillcrest Drive presently connects Central Avenue, which is a north-south arterial, with Armstrong Ford Road, which is an east-west arterial.
2. Sixth Street connects Wilkinson Boulevard and Catawba Avenue, which are east-west arterials.
3. Woodrow Avenue with proposed extensions will connect the inner loop and also Central Avenue which is a north-south arterial.

CENTRAL BUSINESS DISTRICT TRAFFIC PATTERN

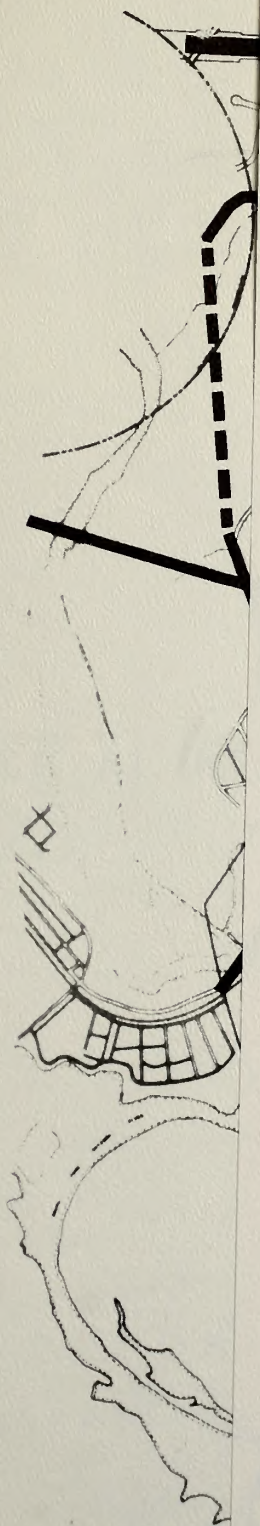
1. Extension of Park Street and connections with Pine Street.
2. Extension of Myrtle Street from South Main Street to the proposed extension of Park Street.
3. Utilizing Main Street as the western border of the central business district.

The proposals for the CBD allow for a peripheral route around it. This will permit traffic not wanting to enter the area to circumvent it. The net result will be less traffic congestion in the business area. The proposals go along with what the North Carolina Highway Commission has recommended in their inner loop system for Belmont. Map 15 portrays the proposed preliminary sketch thoroughfare plan for the planning area.

RAILROADS

As previously noted, the Southern Railroad traverses the entire planning area in an east-west direction. As shown on the Land Development Plan map, four underpasses or overpasses have been proposed. They are located at major traffic conflict points and concern the following streets: Eagle Mill Road, the proposed extension of Eagle Mill Road, Main Street, the proposed extension of Park Street. Determination of whether these streets are underpasses or overpasses will depend on the engineering problems involved. Proposed overpassing or underpassing of Wilkinson Boulevard, Old North Carolina Route 273 and Stanley-Hickory Grove Road, is also recommended. Since the operation of the railroad facilities is intimately connected to the thoroughfare plan and the general development of the city, it is of utmost importance that a long-range grade separation program be completed. The community must be advised far in advance regarding the proposed grade separations so that public and private development can proceed with these proposals.

It is suggested the railroads concerned be apprised of the Land Development Plan for Belmont as finally adopted. This will allow for a cooperative effort between the units of government involved and the railroads in establishing adequate crossings in the future. An understanding of the Land Development Plan by all concerned will also allow for corrective measures at existing grade crossings based on the planned growth of Belmont. The Preliminary Sketch Thoroughfare Plan indicates the existing and proposed overpasses and underpasses.



WEST JALAPACALCATE MOUNTAINS

1:250,000 Scale

1:250,000 Scale

1:250,000 Scale

1:250,000 Scale
1:250,000 Scale
1:250,000 Scale
1:250,000 Scale
1:250,000 Scale
1:250,000 Scale

1:250,000 Scale

The proposals for the CBD allow for a peripheral route around it. This will permit traffic not wanting to enter the area to circumvent it. The net result will be less traffic congestion in the business area. The proposals go along with what the North Carolina Highway Commission has recommended in their inner loop system for Belmont. Map 15 portrays the proposed preliminary sketch thoroughfare plan for the planning area.

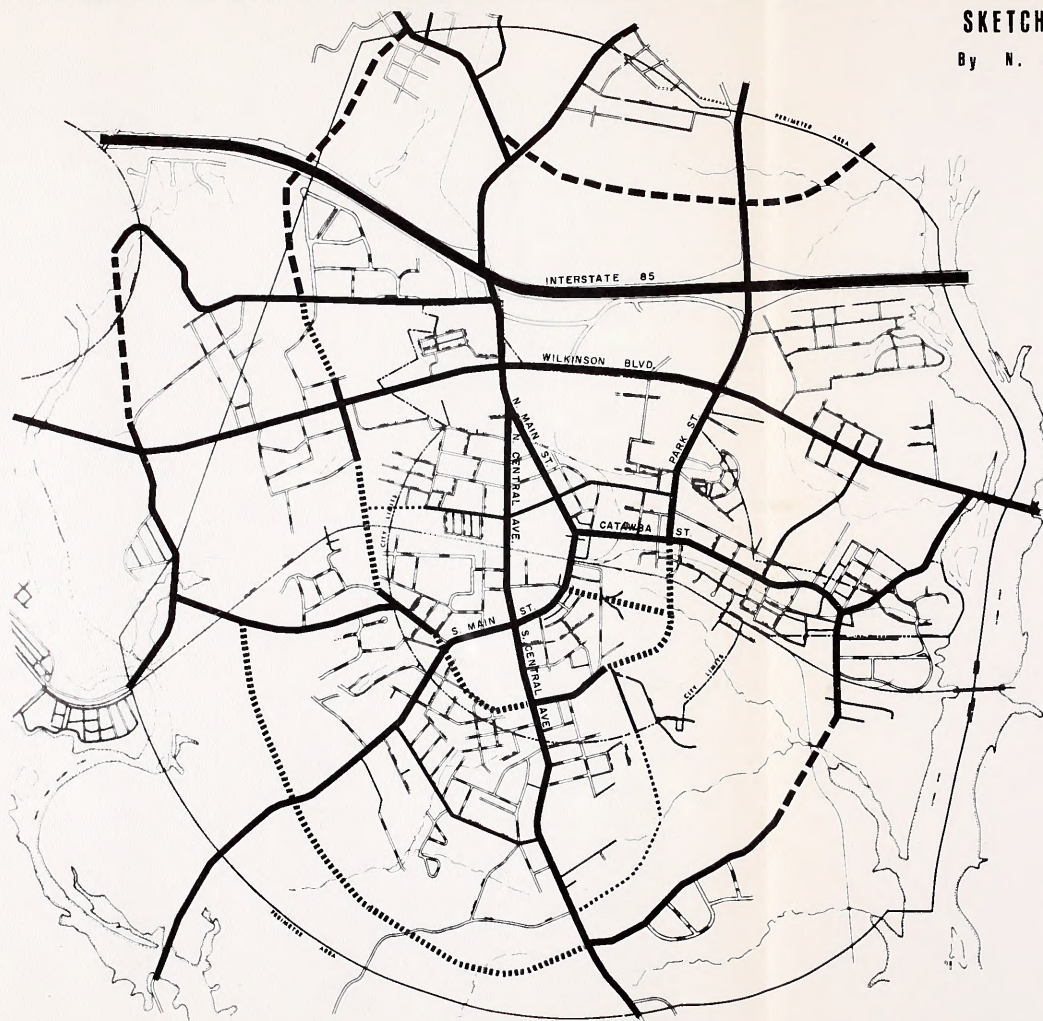
RAILROADS

As previously noted, the Southern Railroad traverses the entire planning area in an east-west direction. As shown on the Land Development Plan map, four underpasses or overpasses have been proposed. They are located at major traffic conflict points and concern the following streets: Eagle Mill Road, the proposed extension of Eagle Mill Road, Main Street, the proposed extension of Park Street. Determination of whether these streets are underpasses or overpasses will depend on the engineering problems involved. Proposed overpassing or underpassing of Wilkinson Boulevard, Old North Carolina Route 273 and Stanley-Hickory Grove Road, is also recommended. Since the operation of the railroad facilities is intimately connected to the thoroughfare plan and the general development of the city, it is of utmost importance that a long-range grade separation program be completed. The community must be advised far in advance regarding the proposed grade separations so that public and private development can proceed with these proposals.

It is suggested the railroads concerned be apprised of the Land Development Plan for Belmont as finally adopted. This will allow for a cooperative effort between the units of government involved and the railroads in establishing adequate crossings in the future. An understanding of the Land Development Plan by all concerned will also allow for corrective measures at existing grade crossings based on the planned growth of Belmont. The Preliminary Sketch Thoroughfare Plan indicates the existing and proposed overpasses and underpasses.

SKETCH THOROUGHFARE PLAN

By N. C. Highway Commission



Belmont
North Carolina

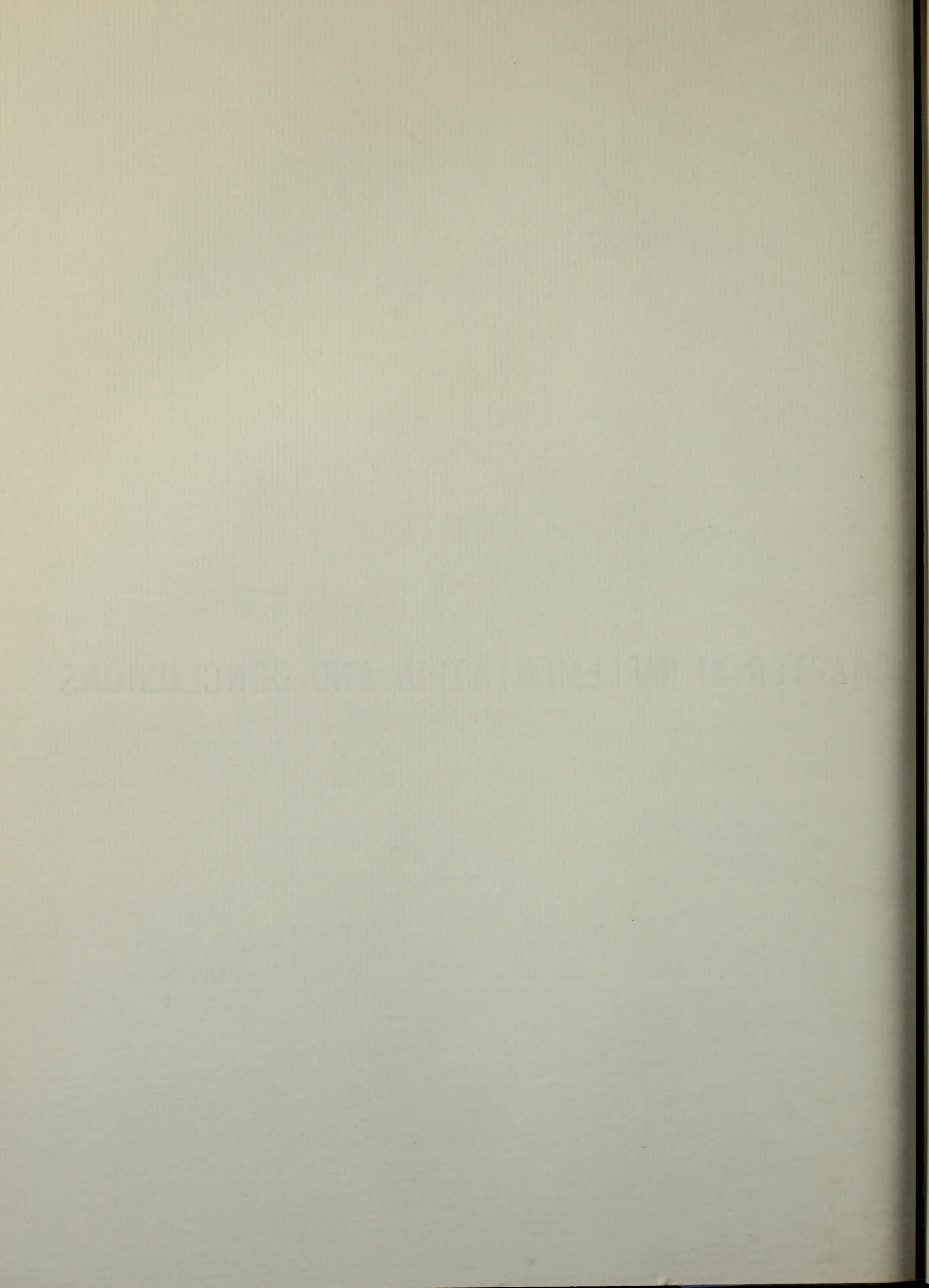
2160' 0 2160'

Scale in Feet



- MAJOR THOROUGHFARE
- EXISTING ALIGNMENT
- NEW ALIGNMENT
- LONG RANGE
- MINOR THOROUGHFARE
- EXISTING ALIGNMENT
- NEW ALIGNMENT

CHAPTER XI IMPLEMENTATION AND CONCLUSIONS



CHAPTER XI

IMPLEMENTATION AND CONCLUSIONS

The Land Development Plan for the Belmont planning area is merely tentative. Until such time as the Town Board adopts the plan it has no official recognition. However, when it is officially adopted it should serve as a generalized guide for land development.

A conversion from this interim-type program is only possible through implementation of the elements that constitute a comprehensive plan. The following material will concern itself with these elements.

IMPLEMENTATION

Subdivision Regulations

A subdivision regulation ordinance should provide for the orderly development of new residential areas by the coordination of streets within proposed subdivisions with existing or planned streets; by the dedication or reservation of rights-of-way and easements for streets and utility purposes; and by the provision of adequate monumentation and utility systems. The overall purpose of these regulations is to create conditions conducive to public health, safety and the general welfare.

At the present time there is no subdivision regulation ordinance in force in Belmont. Minimum standards covering some aspects of a comprehensive ordinance are now contained in various policy statements. This approach is largely ineffective since it fails to include all of the controls necessary. It should be possible for a subdivider to consult one comprehensive subdivision regulation ordinance. This would obviate misunderstanding and oversight of uncoordinated policies and ordinances.

A preliminary draft of a subdivision regulation ordinance has been prepared and legislative approval should be forthcoming by the time the Land Development Plan is adopted.

Zoning Regulations

Zoning is a process by which a city or county is divided into districts, within which the use of land and buildings, the height and bulk of buildings, the size of required yards and the population density are regulated. Regulations may vary from district to district, but within each district they must be uniform. Zoning is one of the major legal devices by which a plan for a community's development may be effectuated.

A special purpose act authorizes airport zoning by cities and counties to restrict the height of structures in aircraft landing and take-off paths. Another provides for cities and counties to zone areas subject to flooding and other natural disasters so as to minimize damage therefrom.

Presently, no comprehensive zoning ordinance exists in Belmont. An intermixture of incompatible land uses has developed through a lack of such zoning controls. The present contract with the City of Belmont provides for the creation of a zoning ordinance. This ordinance will be predicated on the Land Development Plan; with reasonable and diligent enforcement it should make the Land Development Plan a living instrument.

It should be noted that the proposed zoning ordinance will not be retroactive. However, it will forestall future undesirable land use arrangements and permit each area to develop according to its highest and best use.

The extraterritorial jurisdiction for subdivision and zoning, which extends one mile from the corporate limits, will help guide land development in those areas, parts of which will, in all probability, be annexed during the next twenty years.

Building and Housing Codes

Building codes provide standards for structural strength and establish precautions for fire, safety, plumbing and electrical installations. These regulations pertain to new structures rather than existing ones and as a consequence are ineffective in controlling blight in older neighborhoods.

Housing codes specify minimum amounts of space per occupant, sanitary facilities, lighting and heating. These codes apply to both new and existing housing.

Presently, the City of Belmont has no building or minimum housing codes. Recently Gaston County adopted a separate building code for the county. This covers enforcement of both building codes and minimum housing standards. It should be kept in

mind that this only entails minimum standards as provided by the State Building Code. It is suggested that Belmont adopt building and minimum housing codes for the city itself. Consideration should be given to going beyond minimum standards as prescribed by the State and County. A building inspector should be appointed to enforce these codes upon their adoption. Enforcement of these codes is the keystone of good development, and it is apparent that the county cannot enforce the codes adequately with the limited personnel involved.

The State Board of Health has the responsibility of enforcing laws and regulations regarding the sanitation of public eating places. Plans and specifications for the development and construction of community water supplies and sewage disposal facilities must also be presented to the State Board of Health for approval. Although health laws and regulations are not considered part of the North Carolina State Building Code, they are cited here for informational purposes only. Reference to these laws and regulations should be included in the Building and Minimum Housing Codes.

Public Housing

State law authorizes municipalities to create local housing authorities. These local bodies both build and manage public housing projects. Public housing plays a major role in connection with urban renewal projects.

Since an urban renewal program has been recommended in the Land Development Plan it would be advisable that a Redevelopment Commission be established as provided for under the General Statutes of North Carolina, Chapter 160, Article 37. This commission may be created by the municipal legislative body to act as agent for the State or Federal governments, or any of their instrumentalities or agencies, for the elimination of blight within the corporate limits of a given municipality. Close cooperation between this commission and the Planning Board is imperative. The availability of housing for persons displaced from urban renewal areas and the selection of sites are two areas where the Planning Board can be of assistance. The actual selection of redevelopment sites is determined by the Planning Board as specified by law. The relocation of persons displaced from redevelopment areas can best be achieved by the construction of low rent public housing units prior to the execution of the clearance project. Such low rent public housing is the only type of decent housing which most impoverished segments of the population can afford.

Urban Renewal

North Carolina empowers any incorporated city or town to create an Urban Renewal Commission which may act as an agent of the Federal or State government or any of its instrumentalities or agencies to prepare and recommend redevelopment plans to the governing body of the municipality and to undertake and implement redevelopment projects within their jurisdiction.

The Housing Act of 1954 requires the formulation of a "workable program" as the first step in acquiring federal urban renewal assistance funds. The workable program has seven elements:

1. Adoption of adequate minimum standards of health, sanitation and safety through a comprehensive system of codes and ordinances effectively enforced.
2. Formulation of a "comprehensive community plan" or a "general plan" implying long-range concepts and including land use, thoroughfare and community facilities plans; a public improvements program; and zoning and subdivision regulations.
3. Identification of blighted neighborhoods and an analysis of the extent and intensity of blight and causes of deterioration to aid in delineation of areas for clearance or other remedial action.
4. Setting up an adequate organization, including legal authority to carry on the urban renewal program.
5. Development of means for meeting the financial obligations and requirements for carrying out the program.
6. Provision of decent, sanitary housing for all families displaced by urban renewal or other governmental activities.
7. Development of active citizen support and understanding of the urban renewal program.

Additional planning work which must be accomplished in Belmont to fulfill the requirements of the "workable program" are: a neighborhood analysis, community facilities plan and a public improvements program. Any city that is dedicated to the elimination of slums and the prevention of blight should avail themselves of the planning techniques suggested, whether or not they intend to apply for Federal aid in the immediate future.

The foregoing material has been a description of the major legal controls and Federal aid programs which may be exercised by a municipality. In addition to the foregoing tools of implementation there are direct actions which can be instituted to fulfill the Land Development Plan's promise. Two of the most useful direct action tools are:

Public Participation

Citizen support and concern can be one of the best allies in effectuating the Land Development Plan. All facets of the community should participate. Leaders of industry, professions, labor, welfare, religious and educational interests should be enlisted. Minority groups should be encouraged to participate in planning decisions for they often are the ones most vitally affected. A continuous educational program should be conducted through the press, radio, television and public meetings in order to apprise the public of community activities.

Public Works Program

When long-term objectives have been determined and the need for services ascertained they should be formulated into a long-term public works program with estimates of the cost of the capital improvements that will be required if services are to be rendered in conformity with long-term objectives. A long-term public works program is a form of policy statement reflecting the goals of the community which balances future expenditures against future revenues. The long-term public works program should be confined to general terms rather than an itemization of expenditures and any project undertaken after the first five years would be considered long-range.

CONCLUSIONS

The General Land Development Plan which has been set forth should act as a guide to the orderly development of Belmont. Inherent in the plan is the promotion of the health, safety, welfare and convenience of the community. It has as its goal the charting of a course which will allow for the growth and change that will surely occur during the ensuing twenty years. It organizes and coordinates the various land use relationships within the community and expresses the desires and aspirations of the citizens. It is the welding of the social, economic and geographic properties of the city into one identifiable whole.

Although the five planning studies which will be completed by November 24, 1966, constitute a substantial portion of a comprehensive plan, their completion by no means implies that all the planning work for Belmont has been concluded. Planning is a continuous process. A re-evaluation of the plan must be made as time and events affect the community.

A truly comprehensive plan involves the study of all the component parts of the General Plan. Some of the studies would investigate such factors as recreation, the central business district, community facilities, public improvements program, capital budget, thoroughfares, neighborhood analyses, and many other.

The following is a breakdown by land use classification of recommended short and long-range projects. Short-range projects should have the capability of being completed within a period of one to six years.

RESIDENTIAL

Short Range

1. Subdivision regulations.
2. Zoning ordinance.
3. Storm and sanitary sewer mapping by an engineering firm.
4. Institution of street paving and resurfacing program.
5. Inauguration of a sidewalk program.
6. Commencement of a street lighting program.
7. Establishment of City Building Code and Minimum Housing Code and provision for inspection and enforcement.

Long-Range

1. Implementation of a residential street system properly coordinated with the finally adopted Thoroughfare Plan.
2. Establish right-of-way lines as a matter of record.
3. Redevelop residential areas as suggested in the Land Development Plan.

MANUFACTURING

Short-Range

1. Provision of paved and well-lighted off-street parking.
2. Conduct a landscaping and beautification program for industrial plants.

Long-Range

1. Creation of an Industrial Development Commission with a goal of attracting new and diversified industries to Belmont.
2. Investigate possible long-term leasing of industrial sites from Belmont Abbey College, thereby releasing land for residential development within the city.

TRANSPORTATION AND UTILITIES

Short-Range

1. Acquisition of property by local merchants and the city for off-street parking.
2. Beautification program to screen the Southern Railroad, especially within the city limits.
3. Completion of the sewage treatment plant for which a bond issue has been approved.

Long-Range

1. Implementation of the Thoroughfare Plan as finally adopted.
2. Develop a street renaming and numbering program.
3. Acquisition of a landfill or incinerator site for the city.
4. Eventual acquisition of a water filtration plant owned and operated by the city.

TRADE

Short-Range

1. Creation of a "planter program" along Main Street in the central business district.
2. Acquisition and eventual demolition of residences within the central business district.
3. Acquisition of property and demolition of two service stations on Main Street in front of Stowe Park.
4. Illumination study of central business district by Duke Power Company.

Long-Range

1. Installation of underground wiring in the central business district.
2. Passage of a sign ordinance agreeable to the downtown merchants association.
3. Elimination of all on-street parking along Main Street and Catawba Street in the CBD.

SERVICES

Short-Range

1. Acquire the present post office for a municipal parking lot.

Long-Range

1. Relocation of the fire station.
2. Erection of an outlying fire station.
3. Conversion, construction and additions to school plants.
4. Enlargement of present library site.

CULTURAL AND RECREATION

Short-Range

1. Appointment of a Recreation Commission and director.
2. Contract for a recreation study for the planning area.

Long-Range

1. Acquisition of property for suggested parks and recreation areas.
2. Eventual creation of a supervised recreation program for all age groups.

The foregoing short and long-range suggestions are by no means an exhaustive itemization of all possibilities. However, it is hoped that these suggestions will serve to motivate other short and long-range proposals for the benefit of all residents within the planning area.



3 3091 00748 3522

CONFIDENTIAL AND RESTRICTED

CONFIDENTIAL AND RESTRICTED

1. The purpose of this document is to provide information regarding the activities of the [redacted] and the [redacted] in the [redacted] area.

2. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

3. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

4. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

5. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

6. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

7. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

8. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

9. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

10. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

CONFIDENTIAL AND RESTRICTED

1. The purpose of this document is to provide information regarding the activities of the [redacted] and the [redacted] in the [redacted] area.

2. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

3. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

4. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

5. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

6. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

7. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

8. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

9. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.

10. The [redacted] has been identified as a [redacted] and is currently [redacted] in the [redacted] area.



